The Bombay Gazette.

No. 7,489.—New Series. BOMBAY :—TUESDAY, MARCH 15, 1870. Annual Subscription in Advance.... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, will despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship BUSHIRE, 792 tons, 130 H. P., Commander C. C. D. Hutchinson, will be despatched on the 15th March 1870, at noon.

March 1870		March.	
Leave Bombay	15	Leave Galle	23
,, Butnaghery	16	,, Negapatam	26
,, Vingorla	19	,, Pondicherry	27
,, Carwar	19	,, Madras	30
,, Mangalore	18		April.
,, Cannanore	19	,, Coconada	1
,, Calicut	20	,, Visagapatam	2
,, Beypore	19	,, Bimlipatam	3
,, Cochin	20	,, Gopalpore	3
,, Tuticorin	21	,, Point Palmyras	4
,, Colombo	22	Arrive Calcutta	5

This route is the most expeditious and economical for Passengers for the Neighbourhood of Mangalore, Cannanore, and can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up in the steamer at Madras.

No cargo will be received on the day or sailing.

NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur, Muscat, Bunder Abbas, Lingo, Bushire, Feo, Mahomerah, and Bussorah.

The Steam-ship COMORIN, 453 Tons, 80 H. P., Commander R. L. Turner, will be despatched on the 21st March 1870, at noon.

Up. March		Down. April.	
Leave Bombay	21	Leave Bussorah	8
,, Kurrachee	25	,, Mahomerah	8
,, Gundur	26	,, Feo	8
,, Muscat	28	,, Bushire	10
,, Bunder Abbas	31	,, Linga	12
,, Linga April	1	,, Bunder Abbas	14
,, Bushire	3	,, Muscat	16
,, Feo	5	,, Gundur	18
,, Mahomerah	6	,, Kurrachee	20
Arrive Bussorah	6	Arrive Bombay	23

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE British India Steam Navigation Company (Limited), under Mail Contract with Government, for the connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

CARWAR TO LIVERPOOL DIRECT.

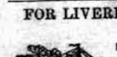
Via Suez Canal.

THE first class Steam Ship LADY CLIVE, 960 tons register, 100 Horse Power, expected at Carwar about the first week in April, will load as above. For Freight, &c., apply to

W. NICOL & Co., Agents.

Bombay, 2nd March 1870.

FOR LIVERPOOL DIRECT via SUEZ CANAL.



THE A. I. Steamer FIRE QUEEN, 796 tons register, 180 Horse Power, Wm. Day, Commander, has excellent accommodation for first class passengers, and will be despatched hence about 20th instant.

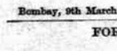
For freight, passage, and further particulars apply to

W. NICOL & Co., Agents.

Bombay, 9th March 1870.

FOR HAVRE DIRECT.

Via Suez Canal.



THE first class Screw Steamer BYWELL CASTLE, 950 tons register, 120 horse power, expected here about the 16th March, and will sail about the end of the month.—For Freight apply to

W. NICOL & Co., Agents.

Bombay, 2nd March 1870.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Friday.
,, Ratnagherry	Sunday.	,, Beypore	Saturday.
,, Malwan	,,	,, Tellicherry	,,
,, Goa	Monday.	,, Cannanore	,,
,, Carwar	,,	,, Mangalore	Sunday.
,, Compta	,,	,, Compta	Monday.
,, Mangalore	Tuesday.	,, Carwar	,,
,, Cannanore	Wednesday.	,, Goa	Tuesday.
,, Tellicherry	,,	,, Vingorla	,,
,, Calicut	,,	,, Malwan	,,
,, Beypore	,,	,, Ratnaghery	Wednesday
Arrive Cochin	Thursday.	Arrive Bombay	Thursday.

The Steamer GENERAL HAVELOCK, Captain Drewitz, will be despatched according to the above table on SATURDAY next, the 19th instant, at 4 P.M.

Noshir Framjee Rhicajee, Manager.

No. 6, Borah Bazaar Street, 14th March, 1870.

ITALIAN STEAM SHIP COMPANY RUBATTINO.

(Direct service between Bombay, Messina, Naples, Leghorn, and Genoa. Cargo also booked to all other Mediterranean Ports with transhipment at Genoa.)

THE Steam Ship Company of Messrs. R. Rubattino & Co., under contract with the Italian Government, intend to ESTABLISH a regular LINE of STEAMERS, between the above named Italian Port and Bombay, and with this view have already despatched to this port the first-class Steamer AFRICA, 1,500 tons, Captain Dodero, expected to arrive here in about a fortnight.

This steamer will accordingly be despatched hence on or about the 31st instant, with first and second class passengers and general cargo to the following ports, viz. Aden, Suez, Port Said, Alexandria, Messina, Naples, Leghorn and Genoa.

Insurance may be effected on very moderate terms under the Company's Floating Policy on goods shipped by their own Steamers.

For further particulars, rates of freight, &c., apply to

VOLKART BROTHERS, Agents.

Bombay, 1st March 1870.

NEW OVERLAND ROUTE

(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, and MARSEILLES.

LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRASSINET PERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL, thus dispensing with the necessity of transhipment of Goods and Passengers at Suez and Alexandria.

Freight.—The Company undertake to grant through Bills of Lading for Aden, Suez, Port Said, Alexandria, Malta, Marseilles, Genoa, Leghorn, Civita Vecchia, Naples, Barcelona, Havre, and other Continental Ports. They have also made arrangements to forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Shippers will have the option, on due notice being given, of declaring at Marseilles Cotton destined for other parts of the Continent; the Freight on same to be regulated at the average rate paid by the same Steamer.

Freight on Goods shipped to Europe to be payable at Marseilles in French money.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

PASSENGER RATES.

(Inclusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class.
To Aden	£ 25	£ 15
,, Suez	£ 40	£ 22-10
,, Port Said	£ 42	£ 24
,, Marseilles	£ 56	£ 36

Children over three and under ten years of age, half fare.

In accordance with the above, the Steam Ship ASIE, 1,200 tons, Captain Lafferre, will be despatched from Bombay on or about the 29th March, and will be followed by the EUROPE, Captain Martino, to sail about the 3rd May next.

For further particulars, rates of freight, &c., apply to

KUNKLER, PEREIRWERCK, & Co., Agents.

Elphinstone Circle, 8th March, 1870.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

{ To Suez—1st class £40, 2nd class £22. 10s. } Exclusive
{ To Trieste—1st class £53, 2nd class £34., } of Wines.

Exclusive of Transit.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraissinet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissinet's Steamer from Alexandria and avoid delay to passengers. The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every alternate Monday.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., Leadon; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship NEREA, 2,200 Tons, Captain Hanson, will be despatched on MONDAY, the 28th March.

STEARNS, HOBART, & Co.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Company intends to despatch EVERY MONTH a Steamer from TRIESTE to BOMBAY, and *vice versâ*. The new Steamer SPHINX, 1,400 Tons, Captain R. Strekal, will leave Bombay for Trieste on or about the 9th April, and will be followed by the new Steamer ATIS, 1,400 tons, on or about the 1st May.

These Steamers have limited accommodation for a small number of Passengers.

PASSENGER RATES FROM BOMBAY :

	Cabin.	Deck without Food.
To Aden	£24	£ 15
To Suez	£28	£11-15
To Port Said	£30	£12-10
To Trieste	£40	£16-10

Cargo taken for Trieste direct, also for Venice, Constantinople, and Odessa.

Besides the above direct line, there is a weekly service by MAIL STEAMERS between Alexandria and Trieste, and *vice versâ*, in conjunction with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's best Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of passengers, and have each an experienced Surgeon on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their baggage forwarded by that Company's steamers to Southampton, at a charge of 10s. per cwt., to which the Austrian Lloyd's JAMES SIMPSON will attend.

The undersigned Agents grant also passage tickets for the steamers plying between Alexandria and Trieste, and for the railway between Suez and Alexandria.

PASSENGER RATES FROM ALEXANDRIA TO TRIESTE :

First Class.....£13 | Second Class £9

Children under 10 years at Half Fare; under 2 years, Free.

Reduced fares for Families, consisting of not less than 3 adult members travelling together :—First Class, £10-16 per head. Second Class, £7-10 per head.

Railway tickets, from SUEZ to ALEXANDRIA, with all the privileges of passengers by the P. & O. Co., First Class, £4-10; Second Class, £2-5. Children over 3 and under 10 years at Half Fare.

Under arrangements made with the Bombay and Bengal Steam Ship Company, (Messrs. Stearns, Hobart & Co., Managers,) Passengers from BOMBAY can book through to TRIESTE via ALEXANDRIA at the following rates, (not including Transit Dues through Egypt) :—First Class, £53; Second Class, £34., exclusive of wines.

In conjunction with the Austrian Lloyd, Cargo for Trieste and Venice will be booked through from BOMBAY by the P. & O. Co., and the Bombay and Bengal Steam Ship Co., and via Bombay from the various ports touched at by the steamers of the British India Steam Navigation Company.

For further particulars, and for freight and passage apply to

A. C. GUMPERT & Co.,
Agents for the Austrian Lloyd.

Bombay, 30, Medows Street.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

4 Dozen Silk and Wool Shirts.	1 Rug with straps.
4 ,, Under Vests.	1 Maud.
1 ,, Linen Collars.	1 Inverness Cape.
1 ,, Fine Cotton Socks.	1 Hand Portmanteau.
1 ,, Fine Merino Socks.	2 Overland Trunks.
1 ,, Fine Merino Drawers.	1 Clothes Bag.
1 ,, Colored Handkerchiefs.	1 Travelling Hat.
1 ,, White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Stands and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versâ*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

CONSIGNEES of CARGO per Steam Ship BERADA LABANE, arrived from Liverpool, are requested to send BOATS alongside for their respective goods, otherwise they will be landed by Captain Maxwell without further notice at the risk and expense of the consignees.

Delivery Orders accompanied by Bills of Lading to be sent for countersignature to

FINLAY, CLARK & Co.,
Agents s. s. Broadalbane.

FOR SALE, on board the Ship PRINCE OSCAR, a new BOAT, 18 feet long, with SAIL and AWNING complete. Also a young NEWFOUNDLAND DOG: to be seen on board the Ship. Apply to

Messrs. BYRAMJEE & MERWANJEE.

4, Nesbit Lane.

NEW ADVERTISEMENTS.

NOTICE.—Consignees of CARGO per Ship DILHARREE, from London, are requested to send BOATS alongside at once to take delivery, otherwise the same will be landed by Captain Bissett without further intimation at the risk and expense of the consignees.

W. NICOL & Co., Agents.

Bombay, 14th March 1870.

CONSIGNEES of CARGO per Steam Ship ALBATROSS, John Hewat, Commander, arrived from London, are requested to send BOATS alongside for their respective goods, otherwise they will be landed by Captain Hewat without further notice at the risk and expense of the concerned.

Delivery Orders accompanied by Bills of Lading to be sent for countersignature to

KNOOP & Co.,
Agents s. s. Albatross.

NOTICE.—Consignees of CARGO per ship DRAGON, from London, are requested to send BOATS alongside to receive delivery at once, otherwise the same will be landed by Captain McClemon without further notice at the risk and expense of the consignees.

Captain McClemon will not be responsible for the condition of any package after it leaves the ship's deck.

OWEN & OKELL,
Agents ship Dragon.

D. NICHOLSON and COMPANY.

SILK, WOOLLEN, and MANCHESTER WAREHOUSEMEN (Wholesale and Retail),

INDIA, COLONIAL and FOREIGN OUTFITTERS,
50 to 52, St. Paul's Churchyard,
(Corner of Cheapside),
LONDON.

Established 1843.

Patterns of Silks, Woollens, Muslins, Cambrics, &c., post free to any part of the world. Price List, 72 pages, post free. A great saving effected by having goods direct. Terms half cash. Balances against Bills of Lading. An advertisement more explanatory of our business appears in the previous and following week's issue of this paper.

Great saving of Freight via Suez Canal.

HARVEY'S NATIONAL CIRCUS ON THE ESPLANADE.

TO-NIGHT, TUESDAY, 15th MARCH.

THE GREAT EQUESTRIAN
AND
GYMNASTIC TROUPE,
IN
THEIR WONDERFUL PERFORMANCES.

The following eminent Artists will appear :

MADAME HENRIQUES,
Premier Equestrian,
THE TWO LITTLE BOYS
JOHNNY and FRANK,
Mr. FRANK STEBBIN,
Mr. JOHN LUPROIL,
Mr. JAMES LUPROIL,
Mr. ROBERT HILLIER,
Mr. ALEXANDER HENDERSON,
Mr. HARRY WILSON.

A SPLENDID STUD OF TRAINED HORSES
AND
THE GREAT TRICK AND DANCING HORSE
GREY LEG.

Doors open 8-15; Performance commencing at 9 o'clock.

Family Boxes and Reserved Seats can be secured at Messrs. SOUNDY & Co.'s.

NEW ADVERTISEMENTS.

THEATRE ROYAL, GRANT ROAD.

Sole Lessee .....Mr. DAVE CARSON.

TO-NIGHT! TO-NIGHT!! TO-NIGHT !!!

TUESDAY, 15th MARCH 1870.

NOTICE TO VISITORS FROM THE MOFUSSIL.

AT 9 O'CLOCK P.M. ON THIS NIGHT
The Curtain will rise to
JOHN BALDWIN BUCKSTONE, ESQ.'S
Celebrated Drama, in three Acts, entitled,
THE GREEN BUSHES.

Act I.

IRELAND, ON THE GALWAY COAST.—1745.

Act II.

AMERICA, THE VALLEY OF THE MISSISSIPPI.—1747.

THE HUNTRESS.

Act III.

IRELAND, THE HILL OF HOWTH, DUBLIN CITY.—1748

DEATH—DENOUEMENT—TABLEAU!

In consequence of the length of this great Drama, it will constitute the entire Evening's Entertainment.

Reserved Seats may be secured at Messrs. SOUNDY & Co.'s, where a plan of the Theatre can be seen.

Doors open at 8-15. Performance commences at 9 P.M.

TO-MORROW, WEDNESDAY, 16th MARCH,
DAVE CARSON'S MINSTRELS,
FOR THE
BENEFIT
OF THE
CREDITORS OF THE COMPANY,
Who, it is hoped, from personal considerations, will be present.

ENGINE-DRIVERS.—The BOMBAY, BARODA and CENTRAL INDIA RAILWAY COMPANY can give employment to ENGINE-DRIVERS producing satisfactory references or certificates of competency and character. Applications should be made to the Locomotive Superintendent, Parell Workshops.

CHARLES CURREY, Agent.

Bombay, 12th March 1870.

ST. ANDREW'S LIBRARY.

The following publications are always available on arrival of the Mails :—

THE EUROPEAN MAIL (the new Summary).
THE HOME NEWS.
THE ILLUSTRATED NEWS.
THE GRAPHIC.

Rampart Row. THACKER, VINING, & Co.

OVERLAND CARGO.—The s. s. BEHAR, from Suez, has brought the CARGOES of the following Vessels :—

ACCELERATED CARGO, Ex
s. s. CEYLON, from Southampton, 12th February.
,, SYRIA, from Marseilles, 20th February.

UNACCELERATED CARGO, Ex
,, RIPON, from Southampton, 5th February.
,, MILAN, from Liverpool, 6th February.

G. F. HENRY,
Superintendent P. & O. S. N. Company.

Bombay, 14th March 1870.

AUCTION SALE OF HANDSOME HOUSEHOLD FURNITURE, PLATED, GLASS & PORCELAIN WARES, PIANOFORTE, &c.—TO-MORROW WEDNESDAY, the 16th instant, Messrs. BOMANJEE DOSSABHOY & Co. will sell by PUBLIC AUCTION, at their Rooms, in Medow Street, Fort, the handsome Household Furniture, &c., &c., of a gentleman proceeding to Europe; the same comprising glassware, dinner and dessert services, plated wares such as dish covers, hotwater curry dishes, cruet, pickle, liqueur and egg frames, tea set, table and dessert knives, fish carvers, spoons and forks, bread basket, handsome epergne with cut glass dish, &c., the furniture consisting of round, dining, circular, pier, side, wine, office, writing, dressing and washing tables, easy and long arm chairs, conversation and full backed couches and sofas with silk and leather lining and springs with chairs, sideboard, Wax Vengoys, mattresses, wardrobe, chiffonier, a mahogany square pianoforte by C. H. Schroder, English iron bedsteads with and without matrasses and curtain, book shelves, English dated mantel clock, buggy and carriage harness, lamps, pictures, table ornaments and sundries.

Also on account of the concerned three cases of plated table candlesticks with flowered shades.

BOMANJEE DOSSABHOY & Co.

Bombay, 14th March 1870.

CHESSON and WOODHALL'S LIBRARY.
No. 11, HUMMUM STREET, BOMBAY,
AND No. 1, EAST STREET, POONA.

NEW BOOKS &c. RECEIVED BY S.S. BEHAR.

Once a Week. Vol IV	...	...	...Rs 4 4
Grey's Anatomy	...	...	... 6 12
Whiteford's Figure Painting in Water Colours			... 0 12
Norton's Infantile Diseases	...	...	... 1 12
Jones on Functional Nervous Disorders			... 11 8
The Dream Book	...	...	... 0 12
Disraeli's Speeches	...	...	... 1 0
Bossey's Cabinet, No 139, Twelve Songs by Molley and Sullivan	...	...	... 0 12
Household Music, No 14	...	...	... 0 3
Martin's Handbook of Contemporary Biography		...	... 3 12
Hans Breitman at Church	...	...	... ** 0 12
Monthly Army List for February		...	... 1 4
Bow Bells, Vol July to Dec 1869	...	...	... 3 8
Belgravia. Vol X	...	...	... 5 0
Photographic News Almanac for 1870		...	... 0 12
Belgravia Annual	...	...	... 0 12
Law's Tales of Old Ocean	...	...	... 3 4

FASHION BOOKS.

Le Follett for February	...	...	.. 1 0
World of Fashion for February		...	.. 1 0
London and Paris Fashions for February		...	.. 1 0

NEW WALTZES.

Belgravia Waltz	...	...	... 2 0
Mabel	...	...	... 2 0
Hilda	...	...	... 2 0

NEWSPAPERS AND PERIODICALS FOR 1870.

The following Newspapers and Periodicals can be supplied on application (Back numbers in stock) :—

The Home News	...	..	Annual subscription ..	26 0
Illustrated London News	...	..	,,	... 27 4
The Graphic	...	..	,,	... 21 12
The Saturday Review	...	..	,,	... 27 4
Punch	...	..	,,	... 16 4
Fun	...	..	,,	... 11 2
London Journal	...	..	,,	... 4 8
Family Herald	...	..	,,	... 4 8
London Society	...	..	,,	... 8 0
The Every Week	...	..	,,	... 3 0
Young Englishwoman	...	..	,,	... 4 8
Good Words	...	..	,,	... 4 8
Cornhill Magazine	...	..	,,	... 9 0
The Lady's Treasury	...	..	,,	... 9 0
Lady's Companion	...	..	,,	... 9 0

N.B.—May be had gratis, on application, our List of Newspapers and Periodicals for 1870.

MISCELLANEOUS.

Judson's Dyes, per box, containing six bottles ... 4 8

PRINCE ALBERT.—Selections from the Prize Translation of a Poem by Munsookh.

Cloth lettered and gilt lettered .....Rs. 2 8
Paper cover..... 2 0

Bombay, 14th March 1870. CHESSON & WOODHALL.

ELEY'S AMMUNITION.
THE BOXER CARTRIDGES

For Snider-Enfield of .577 bore, and for the Henry, and Martini-Henry Rifles of .450 bore, adopted by Her Majesty's War Department, also of .500 bore for Military Rifles.

WATERPROOF CENTRAL-FIRE METALLIC CARTRIDGES with enlarged Base for small bores, adopted by foreign governments for converted-Chassepot, Berdan, Remington, and other Rifles; also Cartridges for Ballard, the Spencer, and American Henry Repeating Rifles.

The "ELEY BOXER" are the cheapest Cartridges known, carrying their own ignition, and being made wholly of metal, are waterproof and imperishable in any climate.

The above Cartridge cases (empty) of all sizes, and for the different systems of Breech-loading Rifles, can be had with of without the suitable Bullets and Machines for finishing the Cartridges.

BOXER CARTRIDGES of .450 bore for Revolving Pistols used in Her Majesty's Navy.

COPPER RIM-FIRE CARTRIDGES of all sizes, for Smith & Wesson's, Tranter's, and other Pocket Revolvers.

PIN-CARTRIDGES for Lefaucheux Revolvers of 12-m/. 9-m/ and 7-m/. bore.

CENTRAL-FIRE and PIN-FIRE CARTRIDGES for all sizes and systems of Guns, Rifles, and Revolvers.

Double Waterproof and E. B. Caps, Patent Wire Cartridge, Felt Gun Waddings for Breech and Muzzle Loaders, and every description of Sporting and Military Ammunition.

ELEY BROTHERS,
GRAY'S INN ROAD, LONDON.
WHOLESALE ONLY.

SARSAPARILLA.

WILKINSON'S (late BRIDGE'S) Essence of Fluid Extract of Red Jamaica Sarsaparilla, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and freeing the system from the effects of Mercury; exclusively used in India and the Colonies as a prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medical Review.

Sold in ½, ½, and pint bottles.

Caution.—Many spurious, worthless, and injurious preparations are offered to the Public; see that both Bottle and Label have the Name and Address, also Trade Mark (W in a diamond).

QUINTESSENCE OF JAMAICA GINGER AND CAMOMILE.

WILKINSON'S preparation of Ginger and Camomile has long been favourably known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without it.

Sold in ½, ½, and ½ pint bott es.

AROMATIC TINCTURE OF QUINODINE.

For the prevention of Fever, Ague, and effects of Malaria.

An unfailing remedy.

It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks aroundthem.

Sold in half and quarter-pint bottles.

Prepared only by Thos. Wilkinson, 270, Regent Street, London BOMBAY:

Wholesale and Retail Agents, Teacher & Co., Limited, (Medical Hall, Byculla, and Fort), Poonah.

And of all the prine pal Firms in India and the Colonies.

NOTICES.

WATSON'S BUILDING ESPLANADE.—TICKETS will be ISSUED for ADMISSION to the above on the NIGHT of the ILLUMINATIONS in the Harbour.

Price Rs. 5 each.

JOHN WATSON, SONS, & Co.

NOTICE.—The POWER of ATTORNEY granted to WILLIAM FRANCIS HIGGINS by his father, Michael John Higgins, of the Sir Jamsetjee School of Art, being cancelled, it is requested that statements of all Claims against, and Debts due to the Estate, be sent into the undersigned.

CHARLES CARTER,
Attorney for Michael John Higgins
Victoria Buildings, Parsee Bazaar Street.

NOTICE.—BANK of INDIA (in Liquidation).—The undersigned are prepared to receive offers for the purchase of the remaining Assets of the Bank. Particulars can be ascertained at the Office, No. 12, Elphinstone Circle.

J. A. J. SHAW,
BERAMJEE NOWROJEE, } Liquidators.

Bombay, 21st February 1870.

NEW BANK of BOMBAY (Limited).—NOTICE is hereby given, that the BANK, H. M. GENERAL TREASURY, GOVERNMENT SAVINGS BANK, and PUBLIC DEBT OFFICE, will be CLOSED on THURSDAY, FRIDAY, and SATURDAY, the 17th, 18th and 19th instant, on account of HOLI HOLIDAYS.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 8th March 1870.

NEW BANK of BOMBAY (Limited).—NOTICE is hereby given, that the BANK, H. M. GENERAL TREASURY, GOVERNMENT SAVINGS BANK, and PUBLIC DEBT OFFICE, will be CLOSED, on the occasion of the VISIT OF HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH, on FRIDAY and SATURDAY, the 11th and 12th instant.

By order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 5th March 1870.

GENERAL BUSINESS HOUSE FOR LAW AGENCY, SCHEDULE of INSOLVENCY, ARBITRATION, BROKERAGE, CONTRACT, LANDING and CLEARING, COMMISSION, &c., &c.

FRANCIS AZEVEDO,
No. 1, Bell Lane, Fort.

N.B.—Orders attended to promptly. Sufficient security furnished. Terms exceedingly moderate.

BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (Limited).—The BOMBAY-ADEN SECTION of the British Indian Submarine Telegraph will be OPENED for the TRANSMISSION of MESSAGES to Aden on MONDAY the 14th instant.

The following is the Tariff from Bombay :—

10 Words	Rs. 10	0
20 ,,	,, 15	0
30 ,,	,, 20	0

and Rs. 7-8-0 extra for every additional 10 words or fraction of 10 words.

Messages will be received at the Government Office.

For further particulars apply to

GEORGE B. STACEY,
General Superintendent, Bombay.

NOTICE.—The undermentioned Banks will be CLOSED on THURSDAY FRIDAY and SATURDAY, the 17th, 18th and 19th instant, on account of the HOLI FESTIVAL.

For the Oriental Bank Corporation,
J. F. MOIR, Agent.
For the Chartered Mercantile Bank of India, London and China,
ROBT. CAMPBELL, Agent.
For the Chartered Bank of India, Australia, and China,
JOHN SHAND, Acting Agent.
For the Comptoir D'Escompte de Paris,
E. J. HARDCASTLE, Manager.
For the National Bank of India (Limited),
JAMES WINDRAM, Manager.
For the Agra Bank (Limited),
EDWARD MORRISS, Manager.
For the Hongkong and Shanghai Banking Corporation,
JEFFY ENSON, Agent.

Bombay, 7th March 1870.

GREAT INDIAN PENINSULA RAILWAY. TENDERS are invited for the supply of COCOA-NUT and CASTOR OIL as required by the Company for twelve months from the 1st day of April next. To be delivered from time to time in such quantities as may be ordered; the average monthly consumption being about thirty tons of each description.

Sealed tenders to be endorsed "Tender for Oil," and which must specify the rate per cwt. (including all charges) delivered at the Stores Depot, Byculla, will be received by the Agent at the Company's Office, Elphinstone Circle, up to noon on WEDNESDAY, the 30th day of March next.

A sample bottle of Oil must accompany each tender.

A deposit of Rs. 2,000 (to be returned to those whose offers are not accepted) must be made by each person tendering, and the persons whose tender shall be accepted, will be required to enter into a Contract, and find such further security for the due fulfilment thereof as the Company may demand.

The Agent does not bind himself to accept the lowest or any tender.

W. WARDEN MORICE, Storekeeper.

Byculla Store's Office, 14th February 1870.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of the Indian Companies Act 1866, and of the BOMBAY and BENGAL STEAM SHIP COMPANY, Limited.

Upon reading the Affadavit of GEORGE ALOAH KITTRIDGE, one of the Liquidators of the abovenamed Company, sworn on the 9th day of March instant, and on hearing Messrs. Acland, Prentis and Bishop, Solicitors for the said Liquidators, I do order that all Creditors of and claimants upon the aforesaid Company do, on or before the 5th day of April 1870, send in their names, addresses and the particulars of their debts, claims and demands, in writing, to the Liquidators of the said Company, at their Office in Elphinstone Circle, within the Fort, Bombay, and in default thereof they will be finally excluded and barred from all Claims against the said Company; and I do further direct that this order be advertised once in the "Bombay Government Gazette," once in the "Gazette of India," once in the "Bengal Government Gazette," four times in the "Times of India," "Bombay Gazette," "Jame-Jamsheed," and "Bombay Summachar," respectively.—Dated this 9th day of March 1870.

L. H. BAYLEY.

ACLAND, PRENTIS & BISHOP,
Attorneys for the Liquidators of the abovenamed Company.

RUPEES 1,000 REWARD.—Whereas the following Letters of Advice from the Chief Engineer's Department of the Great Indian Peninsula Railway Company to the Storekeeper's Department of the same Company, that is to say :—

Letter No. 2,486 dated 13th April 1869,
Letter No. 4,263 dated 21st June 1869,
Letter No. 3,696 dated 3rd August 1869,

have been fraudulently altered in the following particulars :—

In the Letter No. 2,486 the figures 55 have been altered to "550." In the Letter No. 4,263 the figures 38 have been altered to "380." In the Letter No. 3,268, the figures 85 have been altered to "850."

And whereas the following Bills for Sleepers have been fraudulently altered, that is to say :—

In the Bill No. 135 of 5th April 1869, figures 55 have been altered to 550. In the Bill No. 339 of 18th June 1869, figures 38 have been altered to 380. In the Bill No 35 of 2nd August 1869, figures 85 have been altered to 850. In the Bill No. 56 of 24th August 1869, figures 52 have been altered to 520.

NOTICE is hereby given, that

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

MARKET quiet.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nominal value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs. p. a.			
100,000	100	all	10 p. ct.	Agra Bank	115
20,000	1,000	all	5 p. ct.	Bank of Bengal	1,420
10,000	500	all	5 p. ct.	Ditto of Bombay New	612½
10,000	500	100		Ditto 2nd Res. Issue	175
5,000	1,000	all	12 p. ct.	Ditto of Madras	1,500
80,000	250	all	6 p. ct.	Chartered Mercantile Bk. of L. L. & China	320
40,000	200	all	6 do.	Chartered Bk. of L. & C.	190
37,696	250	125	8 do.	National Bank of India	136
60,000	250	all	12 do.	Oriental Bank	440

LAND COMPANIES.

4,000	3,000	all	Rs. 65	Colaba Land Co	1,545
10,800	1,000	all	Rs. 20	Elphinst'ne Land	1,020
10,800	1,000	650	11-16	Do. New	655
8,000	150	all	Nil	Freze Land & Pier Co. Ld	170
2,000	5,000	4,100	Nil	Mazagon Land	1,000
5,000	2,000	1,400	Nil	Port Canning	255

BANKS IN LIQUIDATION.

	Date of L'dation.		
500	75 Jan. '26	Bank of Bombay	19
5	34 ...	Do. China	5
200	50 Sept. '67	B'bay Ex'ge Bank	6
200	40 Sept. '67	Bro[illegible] Bank	3
250	... Mar. '66	East India Bank's	15–16
...	... ...	Indian Peninsula	6
200	10 Feb. '67	Royal Bank	5
200	62½ May '67	Oil Financial	1
1250	74 Apr. '67		

COMPANIES IN LIQUIDATION.

5,200	150 Nov. '66	Back Bay Co.	550
3,500	12,400 ...	B'bay & Bengal S. S.	100
5,000	12,400 ...	Bombay Shi Co.	100

EXCHANGE.

On	Terms.	Rate
London	At sight	1s. 11⅛d.
London Banks	6 months' sight	1s. 11 13/16d.
Do. Credits	6 Do.	1s. 11 15/16d.
Do. Documents	45 Do. do.	2s. 1/16d.
Calcutta	At sight	99½
Do.	30 days' sight	99⅝
Do.	60 days' sight	99
Madras	At sight	99½
Do.	30 days' sight	99⅛
China	60 Do. do.	

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112½
Five per cent	107½
Four per cent	95½
Five per cent. Public Works Loan)	102½
ve per cent. Debenture Loan 1866-67	103½
15 years' Debenture Loans	108
10 years' do. do	106½
5 years' do. do.	102
x per cent. Municipal Loan House Rate	103
Do. Do. Market Rate	107½

BANK OF BOMBAY.

Government Securities	4 per cent
Mercantile Bills	6 ,,

PRICES OF BULLION, &c.

Sovereigns each	Rs.	10-6
Bank of England Notes	,,	10-4
Carolus	,,	290
Mexican Dollars	,,	220
Five-Franc Pieces	,,	203
Bar Iver	,,	106-1
Gold Leaf	,,	15-1
Bar Gold 10 oz. English	,,	16
Australian Gold	,,	196-76

CALCUTTA.—9TH MARCH, 1870.

Government Securities :—4 per cents were again in demand to-day; the purchases reported were at Rs 94-14 and 94-15, and some large amounts at Rs 95-0, or 5-2 to 5-3 discount. 'Public Works 5 per cents and 4½ per cents of 1870 sold at Rs. 102-8, 103-10, 103-11, and 102-12. Several transactions of large and small amounts were made in 5 per cents of 1856-57, at Rs 107-4 and 107-6, and some small pieces at Rs 107-8 to 107-12.

6 per cent Municipal Debentures were bought for different investors :—the papers of 1866 at Rs 107-8, and those of 1870 at Rs 107-12 to 107-14.

The following sales and purchases of shares were reported :—Bank of Bengal shares, at Rs 1,380 and 1,400.

National Bank shares, at Rs 136.

Nasmyth Patent Press Co's shares, on 1st instant and to-day, at Rs 650, inclusive of the dividend.

Port Canning Land Investment, &c, Co's shares, at Rs 260.—*Englishman.*

MILITARY.

ARRIVALS.—MARCH 14.

Brewster, Colonel, 76th Regiment, on leave, from Thayetmayo.
Boustead, Assistant Surgeon, Bombay Army, from leave, from England.
Bishop, Major, Madras Staff Corps, on leave, from England.
Carpendale, Lieutenant and Adjutant, 2nd Sind Horse, on leave, from England.
Barry, Captain, Barrack Department, on sick leave, from Secundrabad.
Anderson, Lieutenant-Colonel, Royal Artillery, on duty, from Poona.
Hamilton, Lieutenant-Colonel, Bengal Staff Corps, on duty, from England.
Haydon, Lieutenant, Public Works Department, on duty, from Khandeish.
Gibbons, Surgeon, Royal Artillery, on leave, from Secundrabad.
Massey, Colonel, 95th Regiment, on leave, from Poona.
Sherlock, Captain, 38th Regiment, on sick leave, from Peshawur.
Griffith, Assistant Surgeon, 32nd Regiment M. N. I., on leave, from Hoshungabad.
Trauenheere, Major General, Chief Engineer, on duty, from Aden.
Blowers, Major, Staff Corps, on leave, from Poona.
Blowers, Captain, 10th Regiment N. I., on leave, from Malligaum.

DEPARTURES.—MARCH 14.

MacNeale, Lieutenant, 8th Bengal Cavalry, on furlough, to England.
Jackson, Colonel, 2nd Bengal Cavalry, on leave, to England.
Darby, Lieutenant, 3rd Bengal Infantry, on furlough, to England.
Angelo, Major, 15th Bengal Cavalry, on furlough, to England.
Higginson, Captain, 1st Punjab Infantry, on furlough, to England.
Jameson, Assistant Surgeon, Bengal Medical Department, on furlough, to England.
Henderson, Surgeon, Madras Medical Department, to join, to Bangalore.
Griffith, Assistant Surgeon, 32nd Regiment M. N. I., on leave, to Poona.
FitzGerald, Assistant Surgeon, Medical Department, on sick leave, to England.

SHIPPING.

DAILY FREIGHT REPORT—14TH MARCH.

London	Cotton	£1 17s. 6d.	Nom. p. ton
	Cotton, Seeds	2s. 6d. to £2 5s. 0d.	
	Seeds	£1 10s. 0d.	
Liverpool	Iron Ships Cotton	£1 5s. 0d. to £1 12s. 6d.	,,
	Wooden Ships, Cotton	£1 5s. 0d. to £1 10s. 0d.	
	Myrabolms & Colr bdls	£0 10s. 0d. to £0 12s. 6d.	
	Seeds	£0 10s. 0d. to £0 17s. 6d.	
Havre	Cotto	£1 17s. 6d. to £2 0s. 0d.	
	Coffee	Nominal	
Overland	Steamers	£3 17s. 6d. to £4 5s. 0d.	
Liverpool via Suez Canal	Steamers	£3 0s. 0d. to £3 10s. 0d.	
China	Steamer Cotton	Rs. 8 to 9 per bale.	
	Opium	Rs. 20 to 30 per chest.	
	Sailing Ships	Nominal	
Calcutta	Salt	Rs. 3 0 0 to 4 0 0 per ton	
Calcutta to Bombay		Rs. 14 to 15 and Calcutta Port charges	
Mauritius		8 annas per bag nominal.	

ARRIVALS.

Mar.	Vessel.	Commander.	Destination.
13	Travancore (s)	Eastley	Hongkong, Feb. 22.
	Albatross (s)	Hewat	London, Feb. 3.
	Jouson	Martousson	Stockholm, Sept. 30.

DEPARTURES.

Mar.	Vessel.	Commander.	Destination.
14	Martaban (s)	Innocent	Kurrachee.
	M. S. Elphinstone (s)	Dupuy	Coast and Goa.
	Magdala (s)	Thompson	Aden and Suez.

The Ship Napier, Tait, to Rangoon, obtained her port clearance yesterday.

The following vessels began to load yesterday :—
Ship Auriga, to Falmouth.
Ship Kate Winifred, to Manilla.
Steamer Baroda, to Aden and Suez.
Steamer Albatross, to Port Said.

THE HOOGHLY.

ARRIVALS.

Mar.			
8	Arabia (s)	Sanders	Bombay, Feb 15
9	Janet Cowan	Cuthbert	Bombay, Jan 29
	Himalaya (s)	Atkinson	Canoria, March 2
10	Waverly (s)		Liverpool via the Suez Canal

DEPARTURES.

Mar.				
8	Montano	———	.....	———
	Hereford	———	.....	———
	Unrivalled	———	.....	———
	Douglas	———	.....	———
9	Godavery (s)	———	.....	———
	Atratoon Apear (s)	———	.....	———
	Cumeria	———	.....	———
	Mohawk	———	.....	———

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, Latitude 18° 53′ 20″ N., long. 4h. 51m. 16s. E. Height of Barometer above the Sea—37 feet.

Mean daily values derived from 24 hourly observations on March 12.

Barometer corrected to 32 deg. Fah	29·3	inches.
Temperature of the Air	79·3	,,
Wet Bulb Thermometer	70·7	,,
Dew Point	66·5	,,
Relative Humidity of Air	·664	,,
Extent of cloudy sky (the whole sky clouded=0)	7·6	,,
Maximum Temperature of air (read at 9½ A.M.) on following days above all others	84·5	,,
Minimum do. do.	74·4	,,
Gen. Direction of Wind	NNW, N, NNW, NW, NNW, NW	
Movement in 24 hours	479	miles

NOTICE.

ON the occasion of the FETE at the CAVES of ELEPHANTA on TUESDAY the 15th instant, Morning Dress will be worn by Ladies, and Plain Clothes or Undress Uniform by Gentlemen.

J. G. GRAHAM, Captain,
Aide-de-Camp in Waiting.

Government House, Parell, 12th March 1870.

NOTICE.

BOMBAY YACHT CLUB.

THE COMMODORE requests Yacht Owners to MANŒUVRE under the orders of the Rear-Commodore the Hon'ble Colonel KENNEDY, R.E., TO-MORROW AFTERNOON THE 15TH DAY, 15th instant, when HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH will be afloat.

CRUIZING GROUND.—East of the Shipping to Elephanta.

TIME.—3 to 6 P.M.

H. M.'s Ships anchored off Elephanta will illuminate about 9 P.M.

E. DOERING,
For Joint Honorary Secretaries.

Bombay, 14th March 1870.

HIS EXCELLENCY the GOVERNOR'S GUESTS, who have been INVITED to MEET HIS ROYAL HIGHNESS at ELEPHANTA, are informed that the Steamers and Boats will be ready at the Apollo and Mazagon Bunders at 4 P.M.

The "Dromedary," "Spitfire," and "Oorun," at Apollo Bunder; the "Camel" at the Mazagon Bunder.

The Steamers will leave at 4–30 P.M., arriving at Elephanta at about 5-45.

The Steamer Nagotana, for the conveyance of Native Princes, will leave Mazagon Bunder at 5-30 P.M., arriving off Elephanta at about 6-30.

Boats will be in readiness at Elephanta to disembark and embark invited Guests.

His Royal Highness will leave Elephanta about 9-15 P.M.

The Steamers will return from Elephanta with His Royal Highness on board in the following order :—

His Excellency's Steam Yacht "May Frere" will clear the way—Tug ahead;
H. M.'s "Camel;"
H. M.'s "Dromedary;"
S. S. "Nagotana;"
S. S. "Oorun,"
at a safe distance apart in order astern.

The course will be from Red Buoy at Butcher's Island through the lane of Ships' Boats, then up the lane of clear water in the centre of the Shipping, up passing in shore of Peninsular and Oriental Shipping, round outside of Peninsular and Oriental Shipping, down the lane of clear water in the centre of the Shipping, passing under the stern of H. M.'s "Forte" to the Apollo Bunder.

The "Camel" and "Nagotana" will break off at Mazagon and land their Guests at the Mazagon Bunder.

Carriages to be ordered at 10 P.M., at the respective Bunders.

GEO. THOS. ROBINSON,
Superintendent of Marine.

CIRCULAR.

THE MASTER ATTENDANT invites the COMMANDERS of the MERCANTILE FLEET in Port to "DRESS SHIP" on TUESDAY the 15th instant, in honour of the VISIT to the Harbour of His Royal Highness the DUKE OF EDINBURGH, K.G., K.T., G.C.M.G., G.C.S.I., P.C., R.N.

His Royal Highness will embark at about 2-30 P.M. from the Apollo Bunder on board His Excellency the Right Hon'ble the Governor's steam yacht "May Frere," and will pass through the shipping during his cruise in the harbour.

The Master Attendant trusts that on the return of His Royal Highness from Elephanta the ships in Port will illuminate, and would suggest to the Commanders that on three signal guns being fired in quick succession from one of the Government Steam Tugs south of the Middle Ground shoal that Blue Lights be fired simultaneously from the "yard arms," to be repeated as often as the Commanders please.

The double line of boats stretching from the Red Buoy south of Butcher's Island to a point south of the Shipping will illuminate at half-past nine o'clock on Tuesday Evening, the 15th instant; the southern line of boats Red Lights to show northward, the north line Green Lights to show to the southward, and on two guns being fired in quick succession, and two Blue Lights (one on either side) from a Government Steam Tug, Blue Lights to be fired from east to west, both lines commencing from the easternmost boats; this to be repeated as long as the Blue Lights last.

It is requested that all boats that can be conveniently spared will rendezvous about a cable length north of Middle Ground shoal on Tuesday morning at daybreak, in order that they may be towed early into position.

Boats to be provided with means of anchoring, to have a lantern with candle and matches in each boat, together with one side light, Red or Green as the case may be; vessels supplying more boats than they have side lights for will be provided with them from this office on application.

Blue Lights will be issued to each boat on Tuesday, and great care should be taken to keep them dry.

All steamers' ships' boats, native craft, or craft of any description, are hereby warned not to cross the track marked out by the double line of boats, or cross the procession of steamers when passing through the shipping.

His Royal Highness is expected to return from Elephanta about ten o'clock on Tuesday evening, and will disembark at the Apollo Bunder.

J. EVERARD C. PRYCE,
Master Attendant.

Master Attendant's Office, Bombay, 12th March 1870.

N. B.—The Government Steam Tug will be distinguished by the extreme Danger light being shown from the masthead, *i.e.*, a Red light over a White light.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to those two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the public, all alike value the privlege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c. seeing that they have the privilege of advertising in their own language, would find the publication of their announcements at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the [illegible] on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to the Manager "Bombay Gazette" Press.

"Bombay Gazette" Press, 1869.

BOMBAY PHILHARMON[illegible]—MEMBERS are informed that the [illegible] alone be REQUIRED to ATTEND at the Town Hall [illegible] ALFRED [illegible] Honorary Secretary.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

MADRAS

BIRTHS.

AINSLIE—March 8th, at Adyar, the wife of C A Ainslie, Esq, of a son.

NORIE—March 8th, at Madras, the wife of Captain E M Norie, Madras Staff Corps, of a son.

MARRIAGE.

PORRETT—THOMPSON—March 8th, at Saint Andrew's Church, Madras, by the Rev. Father Thompson, Edward A. C. Bell, Mr William Edward Porrett, to Miss Emmeline [illegible] Thompson.

NORTH-WEST PROVINCES, &c.

BIRTHS.

ROBERTS—March 2nd, at Peshawur, the wife of Lieutenant R. W. A. Roberts, Royal Horse Artillery, of a son.

DREW—March 6th, at Meean Meer, the wife of Lieutenant-Colonel H. B. Drew, Assistant Adjutant-General, of a son.

McLEAVY—March 6th, at Cawnpore, the wife of Mr. Hugh B. McLeavy, of a daughter.

MARRIAGE.

PEET—BELLI-BIVAR—March 3rd, at Gowhatty, by the Rev. Sydney Endle, Captain Henry J. Peet, Bengal Infantry, Assistant Commissioner, to Mary Caroline Stuart, eldest daughter of Lieutenant-Colonel Henry Stuart Belli-Bivar, Judicial Commissioner of Assam.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

TUESDAY, MARCH 15, 1870.

A GRAVE incident has happened in the military management of the Bombay Presidency. The superior authorities have deemed it expedient to suspend the Major-General commanding the Poona Division pending a reference to the home authorities of matters about which serious disputes have occurred. So many versions of the story are bruited about that, for the present, we refrain from making any comments.

THE Viceroy delivered a great cotton speech at Khamgaon. Few who have read it attentively can have failed to see its indirect bearing on the prolonged cotton debates in the Bombay Legislative Council and the notorious Cotton Frands Act which still lingers in a pigeon hole somewhere about Calcutta. How Lord Mayo, after his Khamgaon speech, can give his assent to that Act, it is impossible to conceive. Not one sentence can be cited which upholds the special penal legislation of Bombay. Let us go through the statements of His Excellency and note their bearing. First, we observe he dwells on the high position obtained by Indian cotton in the home market; he points out that there is no ground for fear of any cessation in the demand; and then he continues—

"I own that when I came to India myself I was under the impression that what was most wanted was improvement of the quality of the Indian cotton. I have now, however, learned sufficient to induce me to alter that opinion, and I believe that what the English market now demands is really as great an increase of quantity as you can possibly get. They all say, 'Send us cotton; if you send us good cotton, of course then so much the better; but if you send us fair cotton at any price we shall be able to spin it.' I must say that the remarks made by gentlemen well acquainted with this subject put me in mind of a saying of an old and convivial friend of mine whom I used to know when I was young. He used to say that the best thing in the world was good wine, and the next best thing in the world was bad wine. And so I say, whatever we have, whether good or bad in quality, let us have enough of it. Now, I think that it is very much what the Manchester people are saying with regard to cotton. They say, 'Give us cotton; give us good cotton if you can, but any sort rather than none.' And I believe they are perfectly right, because we know that at this moment the supply that is going to England, to Manchester, at the price it now rules at, is not sufficient, and that a large number of mills in Lancashire are not working anything like full time."

So far then we find nothing to justify the action of our own Government. England wants cotton; India can supply cotton; and the larger the supply the better. But, it will be said, the Viceroy admitted that we are bound to improve the quality of the raw material. Exactly. How does he propose that it shall be improved? By penal legislation and arbitrary mechanical contrivances? Nothing of the sort. He does not suggest a violation of the canons of jurisprudence—he asks for experiments with selected seed; experiments with manure, with water, with deep ploughing. He does not talk of putting the cultivator under the harrow of exceptional laws; he speaks over and over again of the benefits of persuasion. He says explicitly that "a Government can do very little except in the way"—of coercion, penalties, distortion of just principle?—no, but "except in the way of *example* and the diffusion of *information* with regard to the actual practice of agriculture." Can anything be stronger in the way of condemnation of the Bombay Act? It is true that he mentions "other modes" where by agricultural industry might be developed through Governmental action. What are they? Not Cotton Frauds Acts. One mode is by model farms. And how does he speak of them? He objects to new systems subversive of the ordinary mode of agriculture. That he considers a bad way. "But," he says, "if you can persuade a native that he can greatly improve the old implements with which he has been working, and his fathers before him for generations, you teach him something which is of use to him, and enlist at once all his feelings in your favour; and I do believe that if these principles were kept in view by those gentlemen who have taken so much trouble with model farms they would do much more good in the end, and you would probably find out after many years that the improvement of the means at hand is a great deal better than certain violent changes and the importation of systems of agriculture which a great many of us believe are not at all suitable to this country." Another mode is by constructing railways and roads; another by collecting and publishing sound and accurate information; again by bringing the mercantile folk into direct communication with the cultivators; nowhere coercion and penalties. And he candidly admits that while we provide England with cotton, we must not do that in a way which injures the interests of the people. How can we consider this speech except as a blow which ought to be the death-stroke of the Cotton Frands Act as it stands; or regard the language of the Viceroy except as the preface to the return of that Act to Bombay for revision?

Now that the question of re-establishing an Indian Navy is apparently seriously considered, we presume the chief object will be the organization of a Persian Gulf squadron, and "want to know" what sort of vessels are likely to be selected for the service, and what steps will be taken to protect the interests and finances of this country against "my Lords" at home: in short, who represents the Indian Government in this matter; who is their naval adviser? If the Admiralty are to suit their own crotchets and convenience, and determine the class of vessel, irrespectively of all local requirements, the results will be more astonishing than satisfactory.

For the last expedition, two ships were sent up drawing, we believe, 19 or 20 feet water, and, according to their own published report, they were quite unable to get anywhere near the place required—which of course any one knowing anything about the Gulf could have told them beforehand. The result was that the men were employed for days away from the ships in boats under a blazing sun, with every discomfort, besides the risk of fatal accidents by sunstroke or by a boat being cut off by the enemy. Our seamen are the last to make difficulties or grumble at discomfort, but we submit that when it is wholly unnecessary, it should be avoided as much as possible. Indeed, but for the use made of the two light draught gunboats of the old service, it seems at any rate doubtful whether the service could have been carried out. We hope Government will take counsel of some officer of the old service, well acquainted with the requirements of the locality. We should say a man like Captain Felix Jones (who by the way was Political Resident there), or Captain Adams, would be able to give valuable advice.

In the meantime we beg to offer the following suggestions. First: We want a naval depôt, not in the Gulf, which we would avoid, on account of the fearful heat of summer, but at some place within the cooling influence of the monsoon and not too distant. There are several places along the Mekran Coast that would do—Charbar appears the best—but Kurrachee at once suggests itself as in every way suitable. There is not in these days of steamers and telegraphs the same necessity that existed in former days, that all the squadron should be stationed in the Gulf. In those days a passage by sea to the Gulf often took forty days in the S.W. monsoon—now a vessel would reach Muscat from Kurrachee in three or four days at any time. We assume that, as a matter of course, we should consolidate our position at Angaum or Henjam, and establish a coal depôt there. At Kurrachee we have everything required in the way of supplies, and coal can be supplied as cheaply as at Bombay. The climate is about the best of any place on the coasts of India, and the harbour very secure, and easy of access at any time to vessels of the draught of water our future Gulf squadron must be, even assuming that no further improvement is to be effected by the harbour works. Manora Point, cut off by the harbour from the town and its temptations, is just the place for the men to be landed when required, also for a small dockyard and workshops. The only thing wanting at Kurrachee is a graving dock or patent slip to repair, and particularly to clean the bottoms of the vessels, and this might, we assume, be easily undertaken in connection with the harbour works. The draught of the ships should not exceed 12 or at most 13 feet, we should prefer less if possible, as it is of no good whatever to send large ships of heavy draught, which cannot approach even the principal port Bushire within five miles, or get into the river, or Bahrein, or do much more than sight the Arabian Coast. We would add one or two vessels of very light draught to approach such places as Kateef, which have hitherto been attacked in boats, and invariably without success. The guns they carry should be heavy, if few; there is nothing the Arab stands in more awe of than a heavy gun. It is desirable the ships should be of wood on account of the rapid fouling of iron ships in those waters, and that they should be able to lift their propellers and sail when necessary, but beyond these points it is not very material that the ships should be of the latest fashion of war-ship, and dozens of suitable vessels are being sold out of the Royal Navy for a mere song.

There is only one doubt we have in recommending the acquisition of any of these ships. Such astonishing results of speed and economy of fuel are now being attained by the new compound engines, that unless we had some reliable information as to the nature of the engines, and consumption of fuel of these ships, it might well prove more economical in the end to build ships expressly, although at a greater cost. We would have the officers set apart entirely for this service forming a Naval Staff Corps, and as much under the Indian Government as the officers of the Indian Staff Corps on shore. When any heavy repairs are required, ships might be sent to Bombay, or home through the Canal as most convenient.

COLONEL SIR SEYMOUR BLANE, says the Allahabad paper, will proceed with H. R. H. the Duke of Edinburgh as far as Ceylon.

THE "Pioneer" hears it has been ruled that a Government advocate is not officially entitled to a seat on the bench of a subordinate Court.

THE Raja of Soanth arrived in Bombay yesterday in connection with the visit of the Duke of Edinburgh. His arrival was announced by a salute of nine guns.

WE understand that Mr. Marriott, Clerk of the Crown, will proceed to Europe on a year's leave of absence, and that Mr. Macpherson, barrister, will act for him in his absence.

THE Raj of Drangdra has, we hear, place atd the disposal of the local Government a sum of Rs. 30,000 to commemorate the visit of H. R. H. the Duke of Edinburgh to this Presidency.

THE Council of His Excellency the Governor of Bombay will meet in the Durbar Room, Town Hall, for the purpose of making laws and regulations, on Friday, the 22nd instant, at midday.

THE "Pioneer" reports that Lord Mayo's train ran over the Chord line, excluding of course stoppages, in 5¼ hours. His Lordship expressed himself highly pleased at the advanced state of the works.

THE "Daily Examiner" states that the scheme for separating Assam from the Lieutenant-Governorship of Bengal is likely to be put into effect at no distant date. Assam and Cachar are to be formed into a Chief Commissionership, of which it is not unlikely that the Hon. Ashley Eden will be the first incumbent.

IT is said that a vote of thanks from the Viceroy in Council has been conveyed to the Uncovenanted Assistant Secretary in the Financial Department, for many wise suggestions, certain schemes framed, and papers drawn up by him, in reference to the reduction of public expenditure in various departments of the public service

FROM the 31st instant the Bengal Presidency command (says the "Englishman") becomes that of a Brigadier-General, and will continue to be held by Brigadier-General Buchanan until his promotion to the rank of Major-General, which must shortly occur. General Fordyce has left the Presidency to assume command of the Sirhind Division, vacant through the departure for Europe, on sick leave, of General Beatson.

PASSENGERS FOR SUEZ BY THE MAGDALA.

THE following passengers sailed by the B. and B. S. S. Co.'s s. s. Magdala for Suez yesterday the 14th :—

General and Mrs Blake, Mrs Campbell and 5 children, Mrs Cardew and 3 children, Mr, Mrs and Miss Shakespear and 3 children, Dr and Mrs Jameson and 3 children, Rev Mr and Mrs Calderwood and 4 children, Captain Higginson, Captain Sandeman, Mr Merrington, Colonel Jackson, Lieut McNeal, Mr Elliott, Major Orchard, Mr Brown, Mr Fromm, Lieut Darby, Mr Easton, Dr Fitzgerald, Mr Abbott, Mr Whitney, Rev A W Irvin, Mr Hartmann, Mr Saunders, Mr Brook, Mr and Mrs Cairns, Miss Higgins, Mr Carr, and Mr G Weberlin.

THE GALATEA.

HIS Excellency the Commander-in-Chief, we are informed, visited the Galatea on Tuesday last (March 8) when he found the men at gun drill, and expressed himself much pleased with the manner in which they went through their manœuvres. The officers of the ship dined with His Excellency in the evening, and were, doubtless, equally gratified with the skill with which their distinguished host's "chef de cuisine" handled his "batterie." The Beauty and Fashion of Calcutta have invited the Galatea's officers to a pic-nic on an early day, probably on Monday next, and on Tuesday they will be entertained at dinner by the United Service Club.—*Englishman.*

COL. BALLARD, C. B.

COLONEL J. A. BALLARD, C.B., Master of the Bombay Mint, has tendered his resignation of Commissioner of Paper Currency at that Presidency. Colonel Ballard entertains the opinion that the two offices of Mint Master and Commissioner of Paper Currency are incompatible. Since the abolition of the Madras Mint, the duties of the Currency Department have been imposed on the Assay Master, a course that may have something to recommend it, though it is highly objectionable in itself. It is difficult to surmise what view the Calcutta Mint Master may take of the matter, but it is said that Colonel Hyde agrees with Colonel Ballard. The time is opportune for a change. The Currency Department might be placed under the Comptroller-General here, and under the Accountants-General at the minor Presidencies.—*Indian Daily News.*

THE CABLE.

BY Sunday's report from the Red Sea we learn that the Hibernia's cable was spliced with the Chiltern's at noon of that day and that all was going on well. Yesterday's message is—"Chiltern close to Daidalus,—all well."

THE RECEPTION AND ILLUMINATION.

As the demand for our issue of yesterday was far greater than we were able to meet, we may mention that we shall publish the full accounts of the Reception and Illumination in our next "Overland Summary," correcting any errors there may be in names or other details. Persons desiring extra copies will oblige us by ordering them to-day or to-morrow.

One mistake was made, we find, in the description of the triumphal arch raised near the Frere Fountain. It was Mr. Terry, Mr. Paris, and Mr. Kipling who, with Mr. Griffiths, painted the admirable heads, thirty-two in number, along the top of the arch.

THE PRINCE IN BOMBAY.

YESTERDAY His Royal Highness the Duke of Edinburgh was engaged all day in receiving the visits of Native Chiefs who had not called on Saturday and in paying return visits. In the early part of the day the Prince received H. E. the Governor of Goa, the Chief of Lahej, H. H. the Nawab of Joonaghur, H. H. the Raj of Drangdra, H. H. Aga Khan, and the uncles of the Chief of Sawunt Warree. Then in the afternoon H. R. H. paid a return visit to H. H. the Gaekwar of Baroda at his camp near Dadur.

The Prince and suite reached the Gaekwar's camp at three o'clock and were received by a guard of honour of two companies of the 26th N. I., two companies of the Gaekwar's Highlanders who were on guard at His Highness's tent, and a body of the Gaekwar's Cavalry. The Gaekwar, Colonel Barr, the Political Resident, and Captain Reeves, Assistant Political Resident at Baroda, and Limbajee Dada, Commander-in-Chief of the Gaekwar's forces, received His Royal Highness at his carriage and conducted him to the durbar tent. There the Prince took a seat on a couch beside the Gaekwar and engaged for some time in conversation. In the course of the interview the Gaekwar presented his illustrious visitor with a sword decorated with precious stones, and a dress coat ornamented with pearls, and diamonds. *Pan, attar* and rose water was then distributed and the Prince drove off after about a quarter of an hour of a stay. At the Prince's arrival, and departure also, a salute of twenty-one guns was fired from the Gaekwar's silver guns.

Later in the afternoon the Prince visited H H. the Rao of Kolapore, H. H. the Rao of Kutch, and H. H. Meer Ali Moorad of Khyrpore at their several residences. In the evening also the Prince called on H. H. Aga Khan, who had paid him a visit in the afternoon. In the various bazaars there was an immense crowd all evening. Some were fortunate enough to catch a glimpse of the Prince, but many were disappointed by his driving in a close carriage. At any rate, all saw the Native Chiefs who were driving about, and prominent amongst them was H. H. the Gaekwar *not* "in State."

A State Dinner took place at Government House last night, at which the heads of departments were present.

TO-DAY'S PROCEEDINGS.

To-day His Royal Highness will cruise in the harbour and in the evening go across to Elephanta Island and see the caves by an artificial illumination. The Superintendent of Marine publishes a neat intimation of the arrangements for the guests who have been invited, and no doubt the trip will be a pleasant one. From the notice by the Master Attendant, too, and from what we have heard of the preparations among the shipmasters and by the Yacht Club, a fine sight may be expected in the harbour to-night.

REUTER'S CHINA EXPRESS.

SHANGHAI, 15TH FEBRUARY.

THE Naval Court of Enquiry appointed to examine into the circumstances attendant upon the sinking of the U. S. Corvette "Oneida" has concluded its sittings. The certificate of Captain Eyre of the P. and O. s.s. Bombay has been suspended for six months from the 11th inst., in that he in the opinion of the Court erred in not standing by the disabled ship.

The new Shanghai Land Regulations have come into force.

Captain Blanch of the Newcastle, and Macallister, chief officer of the Ellen Morris, were both found guilty of murder, and sentence of death was recorded. Macallister was allowed to go free under a bond to appear when called upon, and Captain Blanch was told that the Judge would recommend the Minister to commute his sentence to one year's imprisonment.

HONGKONG, 22ND FEBRUARY.

The ship Lahloo has arrived here from Shanghai dismasted.

The North German barque Carry and Jane with coal from Nagasaki sank outside Hongkong harbour after a collision with the P. and O. s.s. Sunda. No lives were lost.

The damage done at the recent great fire in Japan has been computed at millions of Rios.

H. M. S. STAR.

GALLE, 9TH MARCH.

H. M. gunboat Star which put into this harbour on the 25th ultimo, having sprung a leak when leaving Trincomalee, is still here undergoing temporary repairs, on the accomplishment of which she will proceed to Bombay instead of to the Nicobars, whither she was bound.

LORD MAYO AND THE SERVICES.

WE are sure the services will be much gratified by the frank and friendly testimony to their efficiency which Lord Mayo offered in his speech at Khamgaon. Generous words falling on generous natures have a stimulating as well as refreshing effect.

Not a man, probably, who sat at the table that night, and felt that he had any claim to a portion of the praise, but left it determined to try and do still better. The fine Irish character came out perceptibly in Lord Mayo, and not only prompted what he said, but gave to the words themselves some of that rich felicity which is the characteristic of the speech of his countrymen. This is as it should be, and we are certain that his Lordship will find his confidence repaid, not only in the gratitude of those in whom it was placed, but in the achievements effected under his administration. If we have been ready to note what we considered to be a growing discontent, we are glad to be the first to remark symptoms of a restoration of the *entente cordiale* between the Government and those employed under it.

Only we shall not be surprised to learn that the sentiments of the services are such as might have found utterance later in the evening—when the whisky came round—in language conceived something in this wise: "We thank you for your good opinion: your phrases seemed to come from your heart as Irish phrases mostly do, and we shall remember what you have said when we set to work again. But if you think we do well and mean well, and if you appreciate us and like us,—well then Mayo darlin', *will you please take your hand out of our pockets.*"—*Pioneer.*

NEW BANK OF BOMBAY, LIMITED.

STATEMENT of the affairs of the New Bank of Bombay (Limited) on the 12th March, compared with the statement issued on the 5th March :—

LIABILITIES.		5th Mar.	12th Mar.
Proprietors' Capital paid up	Rs.	50,00,000	50,00,000
Subscriptions on account of new Capital		10,00,000	10,00,000
General Treasury Balance		97,02,189	95,32,905
Deposits at Head Office		2,67,45,342	2,68,88,166
Deposits at Branches		15,43,492	16,69,871
Bank Post Bills outstanding		20,75,991	20,73,341
Reserve		2,92,936	2,92,936
Undrawn Cash Credits		8,20,276

EAST INDIA (LAWS AND REGULATION) BILL.

IMPORTANT SPEECH OF Mr. GRANT DUFF.

On the order for the second reading of this bill in the House of Commons on February 18,

Mr. Grant Duff said that the bill which he was going to ask the House to read a second time was in its main features an old friend, for it made considerable progress both under the late and the present Government, and it was only stopped by want of time, both in the session of 1868 and last year. It appeared now in a somewhat modified form, because the Government wished as far as possible to meet the views of various hon. members interested in India, who had communicated with his noble friend the Secretary of State and with himself about it, and they were now extremely anxious that if it were the will of Parliament, it might become law as quickly as possible, because they were being very much pressed from India to have it passed as soon as they could. Its principal objects were four in number:—First, to effect a better distribution of business between the Legislative and the Executive Councils of the Governor-General; secondly, to raise in an important particular the position of the high officers known as Chief Commissioners; thirdly, to give Parliamentary sanction to a procedure in the Executive Council which had long been customary, but had never been actually prescribed; fourthly, to afford facilities for the admission of native Indian subjects of Her Majesty to posts in the Civil Service of their own country which had not hitherto been open to them. The first of these objects was carried out by clauses 3 and 7, and in order to make their drift intelligible but few words of explanation were necessary. The Governor-General was *ex officio* President of the two bodies,—first, the Supreme Council, which consisted of himself and six other members, all chosen, like himself, for the express purpose of governing, or assisting to govern, the Indian Empire; and, secondly, of a body consisting of this same supreme governing or executive council, *plus* not fewer than six nor more than 12 additional members, nominated by the Governor-General, for the purpose of constituting his Council for the making of laws and regulations, and commonly known as the Legislative Council of India. This last body was called into existence by Parliament in the year 1861. Its primary object was to enact laws of a general character for the whole of India, and its members were chosen and are chosen chiefly for the purpose of bringing as many cross lights of experience as possible to bear upon the great general questions of legislation which affect the whole of India; to take care, for example, that when a bill is being considered relating to one of the great heads of law, there might be some persons to say "Such and such provisions which answer very well will not precisely suit the case of this or that great province or this or that great interest." This, he said, was the primary object of adding to the Executive Council when sitting for the purpose of making laws and regulations from six to 12 nominees of the Governor-General, and this primary object had been, on the whole, extremely well fulfilled. They had every reason to be satisfied with the success of this part of the experiment of 1861. Parliament, however, while providing for the general legislation of India, was not unmindful that a great deal of local legislation would be wanted for the various provinces of India, and so it established in Madras and Bombay local Legislative Councils for those Presidencies, formed after the model of the Governor-General's Legislative Council, and it enabled the Governor-General to call into existence local Legislative Councils for the great provinces of Bengal, of the North-West, and of the Punjab. The Governor-General acted on this authority, and did call into existence a local Legislative Council for Bengal, but no Governor-General had yet seen his way to call into existence local Legislative Councils for the North-West Provinces or for the Punjab. The materials, in fact, for such Councils did not yet exist, and Parliament never gave him power to create local Legislative Councils for Oudh, for the Central Provinces, or for Burmah. One of the consequences of the non-existence of local Legislative Councils for any one of the eight provinces, except Madras, Bombay, and Bengal, is that the unhappy Legislative Council of the Governor-General had thrown upon its shoulders, in addition to its own proper work, the whole of the local legislation of five out of the eight provinces of India. Perhaps he could make the state of affairs most intelligible by an illustration taken from himself. The position of the Legislative Council of the Governor-General was very much this. Imagine a large Select Committee of this House sitting half the year at Dantzic and the other half at the Baths of Lucca, and charged in addition to all its other work—that work being, as far as its principal members were concerned about as hard as the ordinary work of Cabinet Ministers in this country—primarily with the duty of making general laws for the whole of Europe except Russia, and secondarily with the duty of doing the whole of the local legislation required for the following countries:—First, for Great Britain, which is about equal in size to the North-West Provinces; secondly, for the Kingdom of Italy, which is about the size of the Punjab; thirdly, for Belgium and Holland, which might stand for Oudh; fourthly, for Prussia, which was before the year of 1866, which might be taken very roughly to represent the Central Provinces, though these were considerably larger; and lastly for Norway, which, also roughly, might stand for Burmah, which huge country, be it remembered, was only accidentally connected with India at all, inhabited as it was by a people differing from the natives of India in race, in manners, in religion,—in short, in almost every way in which men can differ. The mere mention of such a mass of duties would, he was sure, excite compassion in the minds of hon. members, already disposed to sympathy by the terrible prospect before them of legislating for this session, and they would, he was inclined to think, blame him, not for proposing too much, but for proposing too little, when he told them that all he asked them to do was to relieve the Legislative Council of the Governor-General of a small fraction of this local legislative business. He would, no doubt, have been very desirable to relieve it of more, but for the present the thing was out of the question. It must continue to bear most of its burden till local Legislative Councils could be created in other provinces. The portion of its work, of which it was wished to relieve the Legislative Council, was a kind of work which was not, properly speaking, legislative at all. It was the making of regulations for certain districts of India, which were scattered up and down chiefly in our newly acquired provinces, and which were not nearly up in point of civilization to the ordinary level of the Indian society, to which, in fact, the legislation that was beneficent, say, for example, in Lower Bengal, was just about as applicable as the legislation which was good for Surrey, as Surrey is in the year 1870, would have been to Lochaber or Strathspey in the year 1570. He would continue his illustration from Europe. Suppose there were no Parliamentary institutions on the other side of the globe, and that all Europe outside Russia was legislated for by a large Select Committee of that house, sitting half the year at Dantzic and half the year at the Baths of Lucca. What it was proposed to enact was that some of the wilder parts of European Turkey, and some of the most brigand-haunted districts of Greece, and some of the more dangerous bits of the Abruzzi, and certain portions of the island of Corsica should not have applied to them precisely the same slow and refined processes of legislation that were thought desirable for Kent, for Normandy, and for the Mark of Brandenburg. The Government proposal was simply this, that the Secretary of State in Council should have power to name certain districts in India to which he thought the ordinary processes of legislation not wholly applicable, and that when he had done so the great officers in India who had the charge of the provinces in which these districts lie should have the power of proposing to the Governor-General draughts of regulations for those districts, and that the Governor-General should in his turn have the power of enacting, subject to the revision of the Home authorities, these regulations by and with the advice of his executive or governing Council, and without calling in the assistance of the nominees whom he had appointed to help him and his Executive Council in a totally different class of business. The chief advantages which the Government expected to gain, if the House agreed to their view, were these:—First, They would relieve the Legislative Council of that portion of its work for which it was least fitted, and so give it more time for that portion of its work for which it was most fitted; secondly, they would avoid the appearance of making everlasting changes in Indian legislation—changes which had a very bad effect upon the native and even upon the European mind, for did they not continually hear it said that we had a great deal too much legislation on our Indian statute book, the fact being that we had very little legislation, properly so called, on our statute book, but that, in the awkwardness of the present machinery, we were obliged to do a thousand things, by a sort of quasi-legislation in the Legislative Council of India, which ought to be done by local Legislative Councils, if only we had the materials for them, or in default of these materials, by the Executive Government; thirdly, under the process which the Government proposed they looked for increased expedition, which was often very important in dealing with wild and lawless districts; and fourthly, they looked for greater secrecy, which, in dealing with such districts, was, he need not say, often quite as important. Some persons had praised the Government and some had blamed them for tending by these clauses towards a more despotic ideal of Government in India; but they deserved neither the praise nor the blame, for they were doing nothing of the kind. They were simply altering a clumsy expedient for a more convenient one, and when the day came that something better could be substituted for the present convenient expedient they heartily hoped that it might be substituted. They accepted the phrase that Asiatics should be governed asiatically, considered as a truism, but they did not accept it considered as a pregnant political maxim, nor did they believe that it was possible to comprise in one formula the systems of government which were best adapted at a given moment of time for the Rajpoot and the Chinaman, for the Arab and the Japanese. Government of the people by the people was the ideal to be aimed at in all countries, but of course it was one thing to keep before them an ideal and another to see any prospect of realizing that ideal in any time to which politicians could look forward. The second principal object of the bill was to give to all Chief Commissioners and to all new Lieutenant Governors, and to confirm to existing Lieutenant Governors, the right of sitting in the Legislative Council of the Governor-General as ex-officio members when the Legislative Council of the Governor-General happened to sit within the territories over which they ruled. To this arrangement there could be no conceivable objection. The third principal object of the bill was, as he had said, to give Parliamentary sanction to a certain procedure in the Governor-General's Executive Council. This object was carried out by clauses four and five, which simply repealed the cumbrous and obsolete provisions of the Act of 1833 with regard to the procedure in cases of difference of opinion between the Governor-General and his advisers, and enacted that what had long been the practice should be law. No one would, he thought, object to these clauses, and so he need say no more about them. Now, then, he came to the fourth object, which was carried out by clause six, and which was, as he had said, to afford facilities for the admission of native Indian subjects of Her Majesty to posts in the Civil Service of their own country which were not at present open to them. The sixth clause gave power to the authorities in India, who now assigned their various appointments to members of the covenanted Civil Service, to appoint natives of India to positions heretofore held by members of the covenanted Civil Service without their having necessarily undergone any examination whatever. Now, the very last thing the Government wished to be understood to say was, that the great experiment that was made at the last renewal of the Company's charter with regard to throwing open the Civil Service to competition had in any way failed. True it was, that the best men of the English Universities had not rushed in crowds to India, but then no one who really knew the state of our Universities ever dreamt that they would do so. All reasonable expectations had been amply fulfilled, and there left our shores almost every year to take part in the work of Indian administration some half-dozen men who had already proved themselves possessed of much more than average application and ability; some 30 or 40 men who had proved themselves quite competent for the ordinary duties of an Indian civilian, and among whom the necessities and responsibilities of an Indian career would assuredly bring out far greater powers than as yet appeared in them, and, he feared he must add in the interests of truth, a small sprinkling of men who were not, perhaps, all that could be desired, but who could not be put on a level with the hard bargains, as they were called, of the nomination period. Considering that every system of selection which could be devised was terrestrial and not celestial, the result was eminently satisfactory, because the Indian Civil Service attained a considerably higher average of merit than in former days. It had, however, been gradually borne in upon the mind of the authorities in India that the present system of competition required to be supplemented by some provisions for the benefit of the natives. (Hear, hear.) Young natives who had a little means could come to England and were doing so. Then, again, if clever young natives had not means they would be helped by the Gilchrist and Government scholarships, assuming these last to be continued—a point, however, not yet settled. All that was good—nay, excellent for the young, but it was quite inadequate even for them, and it did not meet the case of the old at all. It was absurd that in a country like India, in which our rule was one vast political experiment, incomparably the most vast and most interesting political experiment now being carried on on the face of the earth, we should not arm our responsible officers with full powers to try any reasonable experiment in the employment of natives. There was no want of civil ability among the natives of India. He remembered having been often told by one who had lived in the closest intimacy with all the leading men of that great Indian generation in which Munro and Elphinstone were the most conspicuous names, that the ablest politician he had ever known in life was a Mahratta Brahmin, and he believed his experience was by no means unique. Of course the services of native administrators could only be used at present in quite exceptional cases, but there were probably a very considerable number of natives who might be employed with great advantage to the State in a judicial capacity. There was also a very considerable latent ability in the districts in India, and by no means excluded the power of appointing natives to civil offices after a competitive examination. It would be perfectly competent under it, say, for the Lieutenant-Governor of Bengal to refuse to nominate any young native to the Civil Service who had not passed as high at examination as to make it certain that he would have been selected by the Civil Service Commission; but as the object of the clause was merely to make possible a series of experiments with a view to find out how natives could be most usefully employed in situations which had been hitherto closed to them, and as those experiments would be most narrowly watched, it would be a pity to fetter the discretion of those who were to make the experiment. He concluded by moving the second reading of the bill. (Hear, hear.)

Sir C. Wingfield said the bill came before the House this year in a form which disposed of many of his objections. Last year he moved to refer the bill to a select committee, because it seemed to him to aim at an entire reversal of the Act of 1861, called the Indian Council's Act. The principle of that Act was that the legislative and administrative functions should be separated, though the *personnel* should be the same, and another principle of the bill was that the Government should cease to exercise the power of legislating for the later acquisitions of our Indian Empire, on the ground that the inhabitants of these districts were so rude in character as to require some more simple form of justice than that dispensed elsewhere. But these rude classes were a mere handful as compared with the majority, and it was not well that 30,000,000 of cultivated people should be deprived of the ordinary safeguards of civilized laws, and placed at the mercy of a discretionary power which might err. He was aware authorities could be cited in support of a revision even as sweeping as that. The party in India known as the patriarchal or autocratic school preferred administering a rough justice with no other light than that of reason, and from their opportunities of forming a judgment upon the subject, his conviction was that personal administration was very useful in newly-acquired provinces when warlike populations had to be broken in to British rule; but when habits of peace and industry had become confirmed, and when wealth had accumulated and complicated interests had arisen, new and sound laws must operate. That being his advice last year, he confessed he should have preferred it if the bill before them had been simply a declaratory Act. There was no reason why the legislative Council should not be the only source of legislation, nor would such a course weaken the hands of the Governor-General, for the Act of 1861 gave the Governor-General power, in cases of emergency requiring vigorous treatment, to issue rules and ordinances having the force of law for the period of six months. The last section of the bill referred to a totally different matter; it proposed to offer new facilities for the utilization of native ability, and so far received his entire approbation, for he had long felt it was our duty to offer to the natives of India an honourable career, on the principle that a native gentleman should be as much fitted for the offices of State would soon become odious throughout the land. There were many natives capable of filling the highest posts, and he could not understand why the Governor-General had refrained from exercising the power he already had in this respect. He feared, however, that if the appointments were not made exclusively by competition that nomination would degenerate into favouritism and invite jealousy between those who had entered the service by competition and those who had gained appointments by interest. Beside this, the disposition among young natives to come to England and enter into competition would receive a check (hear, hear) and this was the more serious when it was considered that no training was so excellent for a young man destined to administer the laws in India as a study of the workings of English law and life in this country. Natives of India were placed under a disadvantage, as compared with Englishmen, in being obliged to reside here, at a distance from their friends and at great expense, while preparing for their examination; and it was desirable to find out, if possible, a means of relieving them from that disadvantage, and placing them on a more equal footing with Europeans. That difficulty was in part met by a scheme which had been devised by the hon. baronet the late Secretary for India, under which scholarships were established for the support of natives of that country while residing in England pursuing their studies. There were nine of these scholarships, but it was urged against the scheme that it was inadequate at its present dimensions, and on the ground of degree, not of principle, and he, for one, regretted to see it announced in the *Gazette of India* that the scholarships, were to be discontinued. From all that he could gather from the Indian press, what the natives desired was that the first competitive examination should be held in India, and that the selected candidates should come to England and reside here until they passed the final examination. He did not mean to say that he gave in his adhesion to that proposition, but it appeared to him to be, at all events, worthy of consideration. The question, he might add, of the employment of the natives of India presented many difficult problems, and the bill, in his opinion, might very well be submitted to a Select Committee. As to the working of the competitive system in that country, his experience was that it tended to raise the average of ability and attainments in the Civil Service in a great degree. He did not mean to say that it had produced some more eminent men than the system of nomination had given us; but it had undoubtedly raised very much the standard of efficiency, while the instances of inefficiency, which under the nomination system were not infrequent, were now entirely unknown. (Hear, hear.)

Mr. Kinnaird concurred with the hon. and gallant gentlemen in advocating the reference to a Select Committee of a question which so much affected the natives of India. The circumstance that last year some natives of India, who had come over to this country for the purposes of competition had been held disqualified merely because of a technical objection connected with the date of their birth must have created in India, he feared, feelings for which that House, he was sure, would not wish to give cause.

Mr. Grant Duff said it was true that in the case to which his hon. friend referred two young men had been held disqualified who had succeeded in obtaining places at the examination. The ground of disqualification, however, was not merely technical, but vital. He was happy, however, to be able to say that, as there was some room for doubt in the case, the Civil Service Commissioners had within the last two or three days given those young men the benefit of the doubt, and that they would be placed in the position in which they would have been had no such doubt arisen.

The bill was then read a second time.

The Dissolved Districts and Unions Bill passed through committee.

INDO-EUROPEAN TELEGRAPH.

The following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening:—

United Kingdom, via Turkey, 8th March.
United Kingdom, via Russia, 9th March.
Continent of Europe, via Turkey, 12th March.
Continent of Europe, via Russia, 9th March.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 13th to 8 P.M. of the 14th March is as follows:—

To Bombay	Max.	Min.
From Kurrachee	19 32	14 53
" Calcutta	12 15	4 23
" Madras	5 55	4 29

Communication between Bombay and Kurrachee perfect.

Undelivered messages in the Bombay Signal Office—
Emigration Agent for Jamaica, from Galle.
Adjutant 77th Regiment, from Calcutta.
Gleaves and Company, from Trivandrum.
Mrs. Anderson, Imperial Hotel, from Oomrawuttee.
Maneckjee, from Calcutta.
Luximbhace Misterene, Bapoo Selunker Warry, from Baroda.
Cherrookoory Ramunah, from Dowlaishwaram.
Furdoonjee Bhurjodjee, from Surat.
Mrs. Cooke, care of Post Office, from Mhow.
Abdool Aly and Company, from Nagpore.
Bazmeer Khan at Fathiachund, from Hydrabad Deccan.

BOMBAY.

Holi.—The annual Holi "Wurgorah" procession among the Prabhu community takes place on Thursday next.

Accident in the Harbour.—A prow, containing about 380 bags of rice, sank near Cross Island on Sunday last.

Mails for Seychelles and Zanzibar, per H. M. S Nymph, will be closed at the General Post Office today at 3 P.M.

The P. & O. s.s. Travancore passed and exchanged signals with the American ship Sapphire, bound for this port, on Friday evening last, off Mount Dilly.

Mr. Manockjee Ruttonjee Jeela, an insolvent under Act 28 of 1865, yesterday received the usual order of discharge from Mr. Justice Bayley at the High Court.

Our Seamen.—The Rev. William Brown Keer, Harbour Chaplain S. P. G., acknowledges with thanks a parcel of periodicals from Colonel J. T. Annesley, left at the Royal Asiatic Society's Library, for the use of the sailors in port.

We hear that the sea-going steamer Kwang Tung, Captain Duncan, belonging to the Bombay Marine, has arrived at this port (Calcutta) under orders of the Governor-General, but for what special duty is not known.—*Indian Daily News.*

Nawab of Joonaghur.—Sunday being a Mahomedan holiday, His Highness the Nawab of Joonaghur went to the Jumma Musjid to say his prayers. When prayer was over, he distributed about five hundred rupees among the poor of the Mussulman community.

A New Sensation.—Most of our readers have heard of Signor Donato, the celebrated one legged dancer. We learn he will arrive at Bombay in a few days. Signor Donato has created considerable sensation in Europe by the wonderful talent and grace he displays as a dancer notwithstanding his unfortunate deficiency.

A Sailor Stabbed.—Yesterday, in the Fort Police Court, Charles Johnson, a seaman, was charged before Mr. Nana Morojee, with causing grievous hurt to the person of William Bothwell, also a seaman, by stabbing him. He was remanded to jail pending the recovery of the complainant, who lies now in the European General Hospital.

Perjury in the High Court.—In the Fort Police Court, on Thursday last, before Mr Nana Morojee, Khunderao Moreshwur, a clerk in the Accountant General's office, obtained warrants against Nurrotumdas Goverdhundas, a share broker, for giving false evidence in a judicial proceeding in the High Court; and Rajaram Ambaram, Nuthoo Heerjee and Purshotum Doolubdas, for aiding and abetting in the offence.

No change was made yesterday morning (10th) at the directors' meeting in the charges for money at the Bank of Bengal. Amongst the cotton piece goods dealers there has been a closer demand recently; and in special cases higher rates have been paid for accommodation, but in the general market, money is too plentiful to admit of any enhancement of the rates of interest and discount.—*Indian Daily News.*

We are informed that the British India Steam Navigation Company's s. s. India, which left the Sandheads on the 24th January, arrived at Suez on the 15th February, having accomplished the passage in 22 days. Captain Parker reports that his steamer would be detained at Suez 24 hours, owing to some formality to be observed, and that he was assured that the shallowest part of the canal was 19 feet in depth.—*Englishman.*

Assault.—At the Fort Police Court yesterday, before Mr. Nana Morojee, Dinshaw Dhunjeebhoy, a clerk, was charged with committing an assault against the person of Sooducknak Boognak, a private in H. M.'s 21st Regiment N. I. Complainant said—On Saturday last at 9-45 P.M. I was on duty near Dhobi Talao, keeping order. I asked defendant not to go to a place which I was ordered to keep clear. On this he gave me a blow on the forehead, and my cap fell down. Two policemen came and seized the prisoner. I was in my uniform.—The Magistrate convicted the defendant and fined him ten rupees.

THE CIRCUS.

Amid all the illuminations and stir of these few days one is apt to forget the Circus. We must say, however, that the company has been getting as much support as could have been expected during the past week; even on Saturday there was a pretty fair house. To-night we learn there will be a change in the programme, by which Madame Henriques will appear in a new act, and the boys Johnny and Frank will also appear in a new performance.

SHIPPING AND PASSENGERS.

The s. s. Lord Clyde, Captain Kingcome, arrived on the 11th instant from Cochin with a general cargo and the following passengers:—Raja of Sawunt Waree, Colonel Schneider, Mr. Woodhouse, Mr. Loudon, Mr. and Mrs. Cordeaux, Mr. Salmon, and one hundred and eighty deck passengers.

The s. s. Mahtaban, Captain Hibbert, sailed yesterday for Kurrachee with the following passengers:—Mr. E. McLean, Apothecary J. Leahy, Rev. J. de Silva, and seventeen deck passengers.

The s. s. M. S. Elphinstone, Captain Dupuy, sailed yesterday with a general cargo and the following passengers for Goa:—Major J. C. Silva Heiter, and ten deck passengers.

MAHABLESHWUR.

9TH MARCH.

All is well up here. The houses are all taken except the very expensive ones, such as, "Albenia," the Craig," "Langholm House" and "General Barr's."

Many are desirous to know where the houses are, and by whom they are taken; and they say that you usually let them know. I therefore send you the following list, as far as I can correctly inform you. Some have taken small houses because of their cheapness and, when they see them, are disappointed, and say they must change. We hope they all will be settled down soon.

Some gentlemen have come up who would much like to have gone out shooting, but no powder and shot can be got. There is not sufficient demand for these things to pay any one for keeping a license to sell them.

We have been keeping our game in hopes that H. R. H. the Prince would come and rid us of some of our unwelcome visitors. But it appears that we must all be disappointed, and the tigers be allowed still to regale themselves on our cows, and make the milk scarce.

Houses.	By whom Taken.
Elphinstore Cottage	...Colonel Thacker.
Westwood	...Major Chitty and Major Graham.
Ferny	...Col. Gell, Qr. Mr. Genl.
Woodlaw	...Mr. J. R. Arthur and Mrs. Arthur.
The Craig ...	...Mr. Nicol.
Clifton Cottage ...	...Captain Baker.
Bird's Nest	...Mrs. and Miss Allen.
Green Hill	...Col. and Mrs. Whitehill.
Ruby Cottage	...Col. and Mrs. Scott.
Elphinstone Hall ...	...Col. and Mrs. Fyfe.
Glen Hope	...Col. and Mrs. Kirby.
Glen Moor	...Morarjee Gocouldass.
Hen and Chickens ...	...Dr. and Mrs. Bhunckshank.
Charlotte Villa ...	...Dady Nuseerwanjee Dady.
Aspect Cottage ...	...Col., Mrs. and Miss Francis.
The Oaks	...Mr. Oxenham.
Four Oaks	...Hon'ble A. D. Sassoon, C.S.I.
Malcolm Cottage ...	...Mr. and Mrs. Rendell.
The Grove	...The Hon'ble Mr. Justice Westropp.
The Bower	...Captain and Mrs. Spencer.
Willows	...Major and Miss Harper.
Bohemia	...Major and Mrs. Blundell and friend.
Glen Ogle	...E. D. Sassoon Esq, and Family.
Nelson Lodge	...Genl. Gordon and Staff.
Mount Douglas.	...H. H. the Commander-in-Chief and family.
Victoria Cottage. ...	...Major Moore.
Lesson Lodge	...Lieut. Portman.
Mount Malcolm ...	...Hon. A. D. Sassoon, C.S.I.
Paradise Lodge ...	...Lieut. Mackie, 2nd Queen's.
Alfred Cottage ...	...Mrs. Jolliph.
Florence Cottage ...	...Capt. and Mrs. Smith.
Belmont House ...	...H. H. Meer Hosan Ali Khan.
Sea View	...Major General Addison.
Monastery	...Major and Mrs. Cassidy.
Hope Cottage	...Major and Mrs. Berthon.
Prospect Cottage ...	...Mrs. Westropp.
Parsonage	...Major Goodfellow.
Shrubbery	...Col. and Mrs. Schneider.
Terraceo	...George Taylor, Esquire.
Rock Dale	...Col. Macdonald.
Hillstone	...Major and Mrs. Lester.
Lilly Cottage	...Col. and Mrs. MacLeod.
Briers	...Staff of H. E. the Governor.
Stone Jug	...Mr. and Mrs. Scott.
St. James' Cottage ...	...Major and Mrs. Battye.
Kekadee Cottage ...	...Captain and Mrs. Wise.
Heath View	...Lieut. and Mrs. Scott, Mr. and Mrs. Lock.
Alma Cottage	...Col. D. Anderson.
Sindola	...Mr. and Mrs. Bosanquet.
Langholm Lodge ...	...Sir J. A. Campbell, Bart.

—*Deccan Herald.*

MORDAUNT v. MORDAUNT, COLE, AND JOHNSTONE.

COURT FOR DIVORCE AND MATRIMONIAL CAUSES, Feb. 17.

Mr. William Harris was the first witness called this morning. He said,—I am a surgeon practising at Worthing. On the 22nd of May I was called in to attend Lady Mordaunt, and visited her about twice a week while she remained at Worthing. I could not get her to converse. I agree with the evidence given yesterday as to the state of her mind.

Cross-examined.—I have no doubt she is suffering from puerperal mania, a disease which I think could not be mistaken at the time it appears. Persons affected are often delirious and violent, and sometimes have delusions. I should attach little importance to statements made in such a condition. Pain and heat in the head, constipation, muttering, a feverish pulse, and white tongue are symptoms of the disease.

Re-examined.—The symptoms vary a good deal at different times and with different people.

Mr. Hughes Spencer Hughes, surgeon, of Bromley, said,—I was called in to attend Lady Mordaunt on the 25th of August, at Bickley, and am still in attendance. I have visited her more than 50 times, often for hours at a time. I consider that she has no mind. She is utterly unable to converse, and she has no memory. I was informed from time to time by the attendants of things spoken to yesterday, but have myself seen nothing indelicate. At dinner she is most capricious, sometimes not eating at all, and at others eating ravenously. The acts described yesterday are such as I heard from time to time, only I heard worse still, and they are such as I should expect from a person in Lady Mordaunt's state. She has become unmistakeably worse, and requires to be constantly watched. Her physical condition has improved, which appears to me inconsistent with simulation. The effort involved in shamming would affect her bodily condition unfavourably. Whatever subject I have touched on it has made no impression upon her.

Cross-examined.—The witness said he had no doubt of the disease being puerperal mania. He had asked whether anything was on her mind. On suffering recently from pain in the face, caused by the stopping of a decayed tooth, she said, "It is nothing; it is baby cutting her eye tooth." She ate much, but seemed to have strong powers of digestion. When excited he treated her with bromide of potassium, but usually she was passive.

By the Court.—Her demeanour was very uncertain. A happy frame of mind, he thought, prevailed. He had seen her face a perfect blank frequently.

Dr. Wm. Wood.—On the 6th of August I was named referee by the Court, with Drs. Gull and Reynolds, and have seen Lady Mordaunt five times.

Dr. Deane proposed to put the witness's report in evidence, Dr. Wood having been appointed by the Court; but his Lordship explained that he had simply named him, having heard him give evidence in other cases, and knowing him to be a most competent person, and Mr. Serjeant Ballantine objected to the report being put in.

Examination resumed.—The first visit was on the 18th of September, at Page Heath, near Bromley, with Mr. Hughes. She came down dressed as if for a walk. I had never seen her before. On Mr. Hughes introducing me, she said, somewhat sharply, "I am very well," as if there was no occasion for my visit. I asked how long she had been there, and she at last said, "I don't know exactly." On pressing her, I could not get any intelligent answer. I felt her pulse, and found it very weak, suggestive of a feeble circulation. Her hand was cold and clammy; also her feet. I got replies with difficulty as to her health. I asked her to sing a song, and I selected a song from a pile of music. She played imperfectly, but after correcting her mistakes started fairly with the song, which was "Strangers yet." It was manifestly applicable to her position, and after singing the first verse she burst into tears. I pressed her to continue, and she did so, though in her tears. She did not break down again. On my asking what distressed her, she said, "Oh, it's all nonsense, hysterical." She began again, but her feelings quite overcame her. I pressed her again, however, and she continued. She obeyed unhesitatingly anything I told her to do. Her manner was that of a person in a state of depression further I told her to take an ornament off the mantlepiece. She complied and held it in different positions, and turned it upside down, and replaced it as I ordered. This seemed to me conclusive as to her imbecility, for she showed no hesitation or impudence at being made such a fool of. She expressed a wish to see the child, and asked me spontaneously whether I could let it come. On her showing levity I told her it was a serious matter, and that I hoped she would treat it seriously, as I had come to get at the truth and relieve anxiety. She did not like it at first, and spoke somewhat roughly," as I have seen it stated. My next visit was on the 23rd of September. She was standing like a statue, looking very blankly. On being roused a little, she answered briefly, but sensibly. Her attitude was such as occurs in catalepsy, but I do not think that is a proof of insanity. Her bursting into tears at the song was, as far as it went, an indication of sanity, and therefore, inconsistent with the theory of shamming. It was her docility in the matter which was most remarkable.

By the Court.—I have had much experience of insanity, and am one of the physicians at St. Luke's. A case of puerperal insanity recently occurred there very similar to Lady Mordaunt's, and I have seen repeated instances, though such a state is not of common occurrence. It is not true dementia, but is an arrest of mental powers, which is not strictly imbecility or dementia. It is impossible that any human being should have carried out a system of deception such as that suggested by the petitioner. Lady Mordaunt's conduct was invariably consistent, whereas the most practised artist would have been betrayed into tripping. Simulation would have been betrayed by inconsistencies. I am disposed to agree with Mr. Hughes, that her having gained flesh is evidence of a tranquil state of mind, and is incompatible with consciousness of her position or with efforts to deceive. Puerperal insanity may occur during pregnancy, at confinement, or during lactation. It is possible that Lady Mordaunt, though suffering from it now, was sane at the time of and after her confinement. In the majority of cases puerperal insanity is more or less progressive.

Sir Thomas Monoreiffe.—I am the father of Lady Mordaunt. On the 10th of May I saw her alone at Walton. I went to the luncheon-room. I stayed all night, and left the next afternoon. I was with her most of the time. I have often attempted to converse with her without succeeding; sometimes she answered questions briefly, sometimes not at all, and sometimes did not seem to understand them. She often seemed indifferent to my visits, and when I asked whether she wished to see her mother or sisters would sometimes reply in the affirmative at others in the negative, and at others seemed indifferent. On the 15th of May I removed her. She went away comfortably with her sister Mrs. Forbes, but did not seem to understand the import of her remarks. She was a little hysterical at one time and the noise at the terminus seemed to frighten her. After staying a few days at Belgrave-square she was taken to Worthing and afterwards to Bickley. I frequently visited her. At times she showed gleams of understanding, but usually appeared imbecile. On the 9th of February she appeared in the same mental state, but her bodily health has improved. Dr. Gull recommended Worthing as a quiet place, and said her mind required rest.

Cross-examined.—Lady Louisa Moncreiffe went to Walton the second day after her daughter's confinement, and after leaving went again. I heard from Lady Louisa and Mrs. Forbes of statements made by Lady Mordaunt; also partially from Sir Charles I heard that Lady Mordaunt had told her mother that the child was not Sir Charles'. She also said it was not hers; indeed, she made all kinds of statements. I think she told me Lady Mordaunt had told her the child was not her husband's and that she had mentioned a gentleman as the father. The witness was here questioned respecting a letter written by Lady Mordaunt on the 9th of October, 1869, to her mother, and the production of which had been called for by the other side. It was accordingly produced and read, being as follows:—

"October 8.

"My dear Mother,—I am at last able to write a line to tell you that I am so much better as to write to you, and say I am quite well. Bird has taken journeys to-day; has become very cocky of late. I hope Bunchey was not any the worse for her visit. She seemed in good spirits, but did not divulge much home news. I should be much surprised at a frost if it came. Good bye.

"Yours affectionately,
"H. Mordaunt."

"Bunchey" means my daughter Blanche, and Bird is Sir C. Mordaunt's butler. Blanche had been on a visit to her sister for a month. Lady Louisa is in town. Mrs. Forbes wrs confined about three weeks ago, and cannot yet leave the house.

This closed the case on the part of Lady Mordaunt's guardians.

Mr. Serjeant Ballantine then opened the case on the other side. After remarking on the gravity and novelty of the case, and on the compassion which could not but be felt for a lady, whether culpable or innocent, of whom such harrowing details had been told, he remarked that, on the other hand, there were heavy interest at stake. Sir C. Mordaunt was a man of honourable name, belonged to an honourable family, had represented his county in Parliament, and was looked up to with respect by all acquainted with him; and this inquiry was an attempt, by precluding an investigation, to embitter his whole life by binding him to a woman whom he believed to be unfaithful, and requiring him to recognize a child which he believed not to be his own. After complimenting Dr. Deane on the moderation of his opening address, and promising that he would endeavour to imitate it by causing as little pain as possible to all parties, the learned counsel combated the alleged analogy of this case to an inquiry into the sanity of an accused murderer, urging that the question was whether Sir C. Mordaunt, complaining of a grievous injury, should be deprived of his proper remedy. Turning to the evidence of the attendants, he contended that it was extremely suspicious, owing to their manner or their dependence on the Mordaunt family, and that it did not tally with the testimony of the professional witnesses, for not one of the latter had seen acts of uncleanliness, or indelicacy. Now, a lunatic would be no respecter of persons, whereas a person simulating insanity would shrink from such conduct before her equals. After commenting on the fact that Lady Louisa, and Miss Blanche Moncreiffe, who saw so much of Lady Mordaunt, had not been called by the other side, and drawing the inference that at the time of her confessions they believed her to be perfectly sane, the learned counsel reminded the jury that a capacity for reasoning on a particular point or for connected conversation was not required, but it would be sufficient if she could tell her parents what her case was, and he maintained that at an early period of the affair Lady Mordaunt was quite competent to give them such information. As to the certificate of the three physicians that she was suffering from puerperal insanity attended with delusions, he insisted that this was, to a great degree, based on the assumption that her statements were devoid of any foundation, adding that none of the medical gentlemen had hesitated much before offering any opinion. With regard to her emotion on singing a song applicable to her own position, he construed it as an ineffectual attempt to sustain a demeanour which regard for her good name and her family had induced her to assume; while her mistakes at which she and Dr. Deane so carry on continuous conversation were quite consistent with sanity. Proceeding to open his own case, the learned counsel stated that Sir C. Mordaunt was 32 or 33 years of age, Lady Mordaunt at the time of the marriage being 19 or 20 and possessing great personal attractions. Her parents quite approved the match, the settlement was a very liberal one, and until these unhappy occurrences burst upon him Sir Charles believed his wife's virtue to be unspotted. Hysteria not uncommonly afflicted her and she had two miscarriages. In June, 1868, Sir Charles received a few weeks leave in Norway, fishing, and was anxious for his wife to accompany him, but she refused to do so.

Dr. Deane here interposed, and strongly objected to these matters being introduced into the case. He was quite willing to admit that Lady Mordaunt had made statements which if true were inconsistent with innocence, or to take any course which would prevent the main issue being touched upon. He wished to make the objection, once for all, so as to make it unnecessary to repeat it, and hoped his Lordship would see the great injustice which would be done other persons, as well as to the question before the jury, by the course his learned friend proposed to take.

Mr. Serjeant Ballantine remarked that his Lordship was already informed of the grounds on which he thought himself entitled to go on with this evidence. He proposed to prove the statements made by Lady Mordaunt, and to prove that they were substantially true, in order to satisfy the jury that up to a certain point, extremely near a very important date in this case, she was perfectly sane. If his Lordship held that to be immaterial, he should unquestionably be relieved of a painful duty; but, after the calmest consideration, he felt it absolutely necessary to tender this evidence.

Lord Penzance.—I think I cannot interfere to prevent Serjeant Ballantine from taking the course which he proposes. The learned counsel urges that it will introduce very painful matters concerning third persons. Now, that is a good reason why the Court should be unwilling that they should be introduced, and very unwilling it is; but it is not a legal ground on which I can reject the species of evidence tendered on the part of Sir C. Mordaunt. Another objection is, that it will be trying inferentially the questions which may afterwards have to be tried directly; but that, again, is not a legal ground, for it often happens that there arises in one suit a matter which is introduced for indirect purposes in that suit, but which may, nevertheless, form the subject of a suit hereafter, where it is material. These two grounds, therefore, take no legal form; the only legal question is, whether these matters are material. Now, it is difficult at any time to say at the outset of the case for the petitioner what may turn out to be material, and I should have had more difficulty than I now feel if I had not read the affidavits filed for collateral purposes, which have told before the Court

but neither saw nor heard any. Heard some one on board as she passed give the order "Shorten sail" when she was ahead. The other call was not till she was astern. The shock of the collision did not cause him to stagger at all. After she passed the Bombay what he took to be her mast-head light was visible for some time, or else the glimmer on her sail.

The Commission appointed to examine the Bombay, reported that they found on survey, some large timbers had penetrated her port bow, at the commencement of the iron plating close to the stem and about 3 feet 9 inches from the water, making a hole 14 inches diameter on the port side, splintering a plate on the starboard —the fragments remained in the hold and nearly filled it up. They further found a plate cracked on the port side about 18 inches above the other one. The crack was 10 inches in length, through which water was flowing freely into the fore compartment. They found the false stem cut away, the head, head knees and skirting was crushed and carried away. In the fore compartment of the lower hold, the plating seemed much shaken, the lower-heads and knight-head sprung and one angle iron on the port side broken. The bowsprit gear was uninjured.

Counsel elicited additional information: The bulkhead of the foremast compartment reached to the lower or main deck. The height of that deck by the figures on the bow and steam was 14 feet from the keelson. No bulkheads reached up to the upper deck. There was a scuttle to it. The lower deck was about three feet from the water at the time of the collision, no bulkheads reached the upper deck. Judging from the abrasions on the side of the ship, they should consider the Bombay struck the Oneida at an angle of between 55 and 60 degrees. The Bombay appeared to be injured upon the port side. The spar which struck her had passed through an iron plate 5-16ths of an inch thick, and 12 inches of timber consisting of pine and oak. The forward compartment was of such a nature as to prevent any great danger of the vessel sinking so long as it was confined to that of the vessel sinking so long as it was confined to that compartment.

James Keith Angus,—Second compartment.

the poop and waited the cruzed the rails leading up to ran across to the side, and ish, a very slight one. He ship passed very quickly. hardly got there when a on the poop, close to the Immediately after he went curiosity to see if signals w stern, and watched out of of the ship and heard were made. He saw nothing heard signals he also no signals. If anybody had was not very far off, done so. The ship saw some breakage, and he looked at her intently and like the Dove, and He thought that she had a poop of the poop. He that they had struck her on the top of the breakwater. saw no men at the breakage or any part the steerage in the water. Saw a glare of light as he thought was the Oneida, whether she was or not. Heard the hail of "Steamer ahoy." Can't say who answered. The captain was on the bridge with the first officer. The Oneida was under sail and steam. They remained aft nearly five minutes. Did not hear the steam whistle or guns. The shock was not sufficiently violent to make him fall if he had not been holding on. Was very much surprised when next morning he heard that the Oneida had gone down.

Samuel Denton, quarter master—was at the wheel and put the helm hard aport and kept it so, till the hard a-starboard order was given. Did not feel anything of a shock. Heard no crashing or not much crashing, or breaking of timber. Heard the other vessel hail "Steamer ahoy" twice, but the shouts were immediately after one another. They were after the vessel got astern. He answered them himself, "Hallo," and so also did the second and fourth officers. Did not hear the steam whistle of the other vessel or any guns, or see their flash. Heard the order "shorten sail" given on board the other vessel.

John Wilkinson, second engineer, was on watch at the time of the collision and stopped the engine about a minute before. The next order was "Go ahead, easy" about four or five minutes after. The shock was light —so light that he did not know that there had been a collision, till the time he stopped.

Robert Smith, bed room steward, did not remember feeling the collision at all. Saw no signals from the other vessel, and heard no cry, excepting "Hallos" from the Bombay. Saw something through the hole, but his eyes were dazzled, and he could not distinguish anything to speak of. Heard no command from the other ship, no gun, no whistle. Saw no flash, made no report to the officers—should expect to get a wigging if he did.

Aubrey Hamilton, third officer recalled—said that he came ashore with the mails, but declined to give any account of the collision to such as asked about it, and did not remember hearing the steward do so. He told one gentleman who asked why the Bombay did not stop—that she did stop, but nothing more. He did say in his hearing to a gentleman, wife was speaking to him about it, "There was the mistake." Had not said to the officers or captain that there had been a mistake. The question to which he replied "there was the mistake" was why did not we stay by the ship.

A. T. Watson was on board the Bombay, but did not witness the collision. He thought from the slight concussion that the ship had struck on a rock or sand bank. Did not see any lights, signals, or gun flashes; saw a few splinters in the water. Thought it strange they did not stop. Might have made the remark on board. Had never been to sea before. Did not consider her dangerously damaged. Would not be considered her so, he would have thought it his duty to inform the captain or other responsible officers.

Mr. Watson (cross-examined by Mr. de Long)—Did not remember whether or not he said they ought to have stayed by the Oneida. Went that evening to the Commercial Hotel and told Mr. Griggs or other gentlemen what had occurred. He said to some gentlemen there that they would go and have a look at the Oneida next day when she was sure to be in the harbour. Did not say that a hole had been knocked in her cabin and that he had carried his arm through it. Did not say the Bombay had knocked the whole stern off her. Could not recollect all that occurred out of doors, and while willing to state all that he saw on board the ship, did not feel disposed to state all that occurred out of doors.—The Consul asked him to answer every question asked as fully as possible, because certain reports had gained currency in the settlement, and it was desired to trace their origin. The object of the Court was simply to sift the matter to the bottom.

Examination resumed: Did not hear the other ship's whistle blow. Heard the Bombay's whistle blow for some minutes previously. Heard some one Dinwiddie call "Steamer ahoy," from the other vessel. Could not give any idea as to the side of the hole whence the light came. All he could see was the end of a square table. Saw no lamp, or furling of sails as the ship passed.

Robert Bermingham Clements, Lieut. R. N., stated that he boarded the Bombay, about 9 o'clock on the 24th January and asked to see the captain, who came out of his cabin. Witness remarked "What a long way you've anchored out." He asked "Who may I have the honour of addressing." Witness told him who he was and wanted to see the officer in charge. Captain Eyre thought he was justified in anchoring so far off, as it was difficult to tell what distance the lights were. He had never been on the coast of Japan before, and was also in the hands of the pilot, who had advised him to anchor there. Besides that he had cut the quarter off a Yankee frigate coming up the bay. Witness said "Yankee frigate! That must have been the Oneida. I hope she is not seriously damaged. Is she in want of assistance?" He said no, he thought not. He lay to for some time and saw no signals denoting that she was in distress. He had the mails on board and thought he would come on and land them. He thought the other could not go on and would come back to Yokohama to repair damages. He said he had some of her booms and sails on board and fancied he had knocked some of her boats away. Witness asked if he had been engaged. Witness said Captain Eyre replied his ship was making water, but nothing seriously. As it was rather cold, witness proposed he should go into the saloon and wait for the mail. There he had the conversation with the doctor of the Bombay, who mentioned much about the same story; but somebody said he could see the lights in the cabin. Midshipman Stevens was with witness in the boat. He was not close to witness at the time of the conversation. Lieutenant Leaventhorpe went on board before witness; but not on duty. Captain Eyre said also besides "that he had cut the quarter off a Yankee frigate,"—"Serve her jolly well right: she crossed my bows on starboard helm." Witness replied, "Well, that was a curious thing to do; I hope you were porting." Learned afterwards that Lieut. Leaventhorpe had informed Captain Eyre what ship it was that he must have struck. Captain Eyre did not think the Oneida seriously damaged. Had he done so he should have reported it. As it was, he reported it as a serious thing.

Thomas Leaventhorpe, Lieut. R. N.—Boarded the Bombay on the night she arrived. Was almost the first on board. . . . No conversation passed about any lights, or guns. Those on board did not seem to think that the Oneida was at all dangerously hurt, but rather that it seemed to be a question of repairs only. They did not say anything about her having struck. He spoke to Lady Parkes and Miss Binns about it. They said it was a slight graze—like running on a rock easily. Lady Parkes said she was in the saloon, and when she felt the collision ran out, thinking if they had struck a rock and were likely to go down, she'd have a better chance of a boat there. Miss Binns did not tell him much about it. Captain Eyre told him at first that he did not seem to have sustained much damage, because his anchors were hanging at the bows all right, but afterwards he told witness that a spar had been found through the stem. The impression on witness was that it had been found whilst he was on board.

Hugh George Gough, Sub-Lieut. R. N., stated that about a quarter past 5 an officer told him that the Doctor of the Oneida had come on board the Ocean. He reported the visit to Captain Tinklar, who told him to send some officer on board the Sylvia to order her to get up steam at once.—An officer came from the Idaho and told him just what the doctor of the Oneida had told him before. By desire of Captain Tinklar witness went on board the Bombay and requested her captain—as his was the only ship in the harbour with steam up—to go down to the scene of the accident and see what he could do. He went on board and asked for the captain, who came out of the cabin, and said "I can't: I have a hole in my bows." Witness asked if that was his answer. Captain Eyre then sent for the chief officer whom he asked how much water there was in the hold. The officer said about nine feet. Captain Eyre said "Do you hear that?" Witness said "Yes: but I want an answer, yes or no." Captain Eyre then said "I can't" Witness then went away.

Arthur Dalrymple Fanshawe stated that he went to the Bombay about 7-20 A.M. on the 25th to entreat the captain to go out at once to the assistance of the Oneida and to represent to him that he was the only ship with steam up. His reply was, "Will you tell your commanding officer that I have 9 feet of water in my foremost compartment and 18 inches in my second compartment; and that I should not have gone out if I not received a message from my agent, but that I am getting under way to go out immediately" Having witness to understand that his reason for not going out was on account of his not being in a fit state to go. Witness then left the Bombay and noticed when a short distance from her that she was already under way.

Lieut Steel Parkins, doctor of the Bombay. He had not, that he was aware of, said that he saw into the saloon of the vessel into which the Bombay had run. Could not do so. Saw the dark mass of the Oneida pass after the collision and the glimmering of a light as far as he could judge. Saw no persons on board. Did not hear the captain say he saw into the cabin. The ship passed very quickly. The light could not come from the side of the ship unless there was a hole in it. The dark mass outline could not be seen. Heard no whistle or gun. Heard those on board the Oneida hail once "Steamer ahoy." Fancied he saw something—a dark mass—in the sea floating by the side of the Bombay.

Captain Eyre addressed the Court, mentioning that at the time he spoke to the officers from the Ocean he might have spoken hastily—having been standing for so many hours, and being anxious and worried.

James Cummings (Pilot, with 10 years experience), deposed that he was at Kanonsaki point between six and seven on the 24th Jan. about three miles from Saratoga spit, and heard four guns fired. He thought the mail boat was on the spit. As it was dark and there were only two Japanese in a small boat there, who were unwilling to go except he forced them, he concluded to remain on shore till daylight, especially as he could not see any lights. He certainly thought the ship which fired was in danger. He offered the Japanese ten boos to take him off to the ship, but they refused to go on any account. If they had taken him off to the ship which fired the guns he would not have been particular as to 10 or 20 boos. Mr. Brodrick was with him at the Hotel when he heard the guns. The Japanese refused to go to the wreck. He only heard four guns.

Did not try to get a mile further on to get a boat. The night was dark, and he could see no lights. He thought that the vessel was in danger of course. If he had thought she was sinking, would have gone off, though by himself. His impression was that the vessel was ashore, but that there was no danger to life.

Isaac J. Yates, master, U. S. N., said that the Oneida left Yokohama at 5-15. p.m. on 24th January for Hongkong, steaming cheered out by the men of the harbour. The understanding was that the ship was homeward bound. After passing the Stewart ship outside the anchorage Lieut. Com. brought in charge of ship set all plain sail, which At 6-20 they thought the vessel was drifting in to starboard, or Kanonsaki light was drawing more ahead. They had it half a point on the starboard bow and it got right ahead nearly. He thought the ship was sagging in towards the righthand shore. He sent for Mr. Muldaur and he hardly got there when a light was slowly headed up to port, his object being to bring the light to the same bearing. Just then the quartermaster on the forecastle reported a steamer right ahead. He saw a steamer's mast-head light coming round Kanonsaki point. The mast-head light passed from ahead to starboard. Then he turned round and saw Mr. Muldaur, who spoke to him, and said "What's the matter, Yates?" Witness replied, I think we're sagging into starboard, and ordered the helm a starboard, and there's a steamer's light going ahead to starboard." Mr Muldaur said "I can't go any more to port. We must head our course." He asked the quartermaster how the ship then headed; he said S. E. by—so she had come up a point and three quarters. The witness then ordered her on her course—S. by E. ½ E. and the quartermaster reported her so when she got there. When the ship was on her course they could see the steamer's mast head light on their starboard bow, changing its bearing farther aft. Not long after, Mr. Muldaur and witness both saw her green light on their starboard bow—something over a point —and she was then evidently running nearly parallel to the Oneida—pretty well in shore on the starboard side—the right hand side—the western shore. Mr. Muldaur said he saw her green light. Witness said he did also. Mr. Muldaur then said "She'll pass to starboard of us"—also witness' idea. She was then over half a mile off. The Oneida was on her course all the time, and the ships of course approaching each other. When the steamer was a mile off, three points on the starboard bow, he saw she put her helm to port, by the new direction in which she headed. She headed right for the Oneida's starboard green light. Witness was standing on the starboard side of the bridge. The instant he saw her red light open, he saw all three lights and gave the order "starboard" and then "hard a starboard." The quarter master answered. They headed off rapidly to port and kept on heading off that way. When the steamer was a short distance from him, she put her helm to starboard. If she had not done so, when she did she would have struck the Oneida more forward. He did not hear any cry on board the steamer; but knew how she was being steered by her motion. Heard no noise or any signals on the steamer before the collision, or afterwards; but he heard one just as she struck. Somebody then sung out "What has she done to you about?" but whether to somebody on board the Bombay or those on board the Oneida he could not say. The Bombay struck his ship not long after starboarding her helm—perhaps fifteen seconds, but could not say—about the starboard mizen rigging at an angle of 45 degrees or thereabouts, and carried off the whole of the stern quarter diagonally, carried away the poop, which went over into the water astern, the spankerboom and gaff, the wheel and starboard binnacle. As she struck she cut the gig in two—smashing it all up. The only binnacle left was the one on the port side. The ship was instantly entirely unmanageable. As soon as she struck he gave orders to shorten sail. The square sails were let go from the ship, and the main-trysail. The spanker was gone, but the head sails were not hauled down. As soon as she struck the officers all rushed on deck from below. Capt. Williams was brought on deck by two men; and Mr. Stewart, as he touched the deck, ran for the port side, jumped up on an armchest near the rail and sang out in a loud tone of voice "Steamer, ahoy! you've cut us down. Remain by us." The Bombay at that time was under the stern of the Oneida—across her stern, but immediately went out of sight. Only heard Mr. Stewart shout once. Could not hear anybody else hail the steamer. Heard no answering hail from Bombay. He then jumped down from the chest and said, "For God's sake ain't there any primers about? Where's the gunner's mate? Where's Langdon?" They found that the guns that were aft—were carried away, with all the rockets made up, and all the blue lights for signals. The blue lights were in a box made fast underneath the poop to one of the beams. The rockets were also made fast along the beam. The primers were in the armoury on each side underneath the poop. Soon after Thomas Stephenson got primers and Mr. Stewart and Mr. Adams loaded one of the gun starboard.—No. 1 division 3, just forward of the bridge. The calibre of the gun was 32lbs., the charge 6lbs. of powder. When the captain came on deck, witness told him the other ship had ported helm and cut him down. He said, "I know it, sir, but let's save the ship, we won't talk about it." He agreed with witness in keeping silence on the deck, and also more orders about shortening sail, which had already been commenced. When he next saw the captain about a minute after, he asked witness to go and see if the jibs were set. Witness went, and reported that they were set. He said that was right. Then there was a change in ideas. They then proposed to pay the ship's head off and run her on the western shore. Orders were given to set the foretopsail. There were several officers forward. Witness gave the order to man the foretopsail sheet. He saw Mr. Surgeon there, and then heard Mr. Muldaur call out for witness to help him get the pumps manned. The carpenter was there and got the pumps manned. Both steam pumps were going, but the water was rising very rapidly, and the ship sinking very fast by the stern. Just before she sunk—about five minutes —Mr. Muldaur asked witness to see how she headed: he went aft to port binnacle and saw she headed E. by N. He judged she must have run some miles after the collision till her head way was stopped. Just before she sunk Bombay struck the officer of the Oneida sang out "port" with idea to swing the ship parallel, as the Bombay was passing their centre. Witness would not repeat his order. Mr. Muldaur told him to go on the bridge and tell the captain, as he was sounding with the lead trying to find bottom. Witness did so; the captain did not say anything. Immediately Mr. Muldaur came running there and said the ship would sink in three minutes by the stern, and begged the captain to take to the boats. They had been clearing away the boats before, and getting them ready to lower. The first cutter at that time was out of her cradle. The first and third cutters were the only boats they had after the collision, except a dingy, which was broken in two and was only hoisted at the davits to store beer in. That made some reply to Muldaur's request, but witness could not say what—Yes, he could. It was "No, never mind the boats." He understood that notwithstanding this Mr. Muldaur gave an order to take the boats, perhaps thinking he must do something for himself. About that time the bridge was very nearly in the water. Just before he floated in the water, he asked the captain if he would jump with him into the cutter, but he made no movement to do so. He made some reply which witness did not understand. It was something to the effect "He would sink with his ship." Witness thought he would jump, and he did so, dropped his trumpet as he jumped. He sunk, having on a heavy overcoat and a muffler, but came up almost directly and struck his head against the side of the boat. Whilst being hauled in he turned his head to the right and saw the bow of the foremost gallant mast sticking out of the water, but just going down. When he got into the boat, he stood up and looked about for the ship, but could see nothing of her nor anything in the water. Just then Mr. Crowninshields swam to the boat, and was hauled in. Then he saw an officer in his shirtsleeves in the water who cried out, "Yates, for God's sake save me!" That was Mr. Stewart. Witness ordered the men to "back down," and they backed their oars for him; but he sank just underneath the stern of the boat. He saw no other person. He had an idea that he saw Mr. Muldaur, but could not say so on oath. He begged the men to stay by the ship, and they did so; but all soon saw that their boat was very full of men. They had quite a number in the boat when she was lowered, and half were hauled in afterwards. There were 44 in altogether, and it was not very large. There was a great deal of water in it too, and a little came in. Orders were given to bale with shoes or hats. Witness saw that to save themselves, they must get ashore as soon as possible; and the men were clamorous to go on, and commenced to pull their oars ahead. He begged them to stop, but would go on in a minute. Anyway they headed for shore, and went before the wind, heading into the land when possible, steering with a long oar. Just before they landed, they were very nearly capsized in the surf; but finally all got ashore, landing on rocks near a village in a cove on this side of Kanonsaki light-house. Some of those saved stayed there all night; but others straggled off after witness went to sleep and walked to Yokohama. Next morning he got up; and leaving Mr. Crowninshields and three men who could not walk, he started off with a small party and got to Yokohama about 10. They were treated kindly and given something to eat. He found a good many of his men there. He went out in a steam launch from Yokoska towards Kanonsaki and met the French gun boat Aspic, which had a boat astern with Mr Lyons in charge towing it. He got into that boat and sent all his men in the launch to the Yangtzee. Then he went down in this boat of Mr. Lyons. The Aspic then cast them off. He then got into the English steam launch and landed and afterwards went out in her to reconnoitre. On leaving the anchorage, the Oneida passed to the east of the light-ship, about three cables' lengths. Witness relieved the deck at a quarter to six. The course passed by him was S. by E. ½ E. Did not know that there was any deviation. The navigator knew all these points. He was lost.

Capt. Edmonds objected to this being laid down as the true course, because there was always local deviation caused by guns, engines, &c., and magnetic variation to be allowed for. On his own ship he might be steering S.S.W. when he was going south by compass. In the P. & O. ships, the officer of the watch was supposed to lay off his crossbearings on the chart and enter the deviation every watch.

Lieut. Lyon said that in U. S. ships it was different. These matters were taken charge of by the navigator, to whom in case of difficulty the officer of the watch referred. The navigator having given witness a course which would take the Oneida clear of the Saratoga spit proved that there was no material deviation.

Witness continued:—When he headed the ship's course it was by order of Mr. Muldaur. What caused him to leave it was seeing the Bombay on the starboard bow: It was but twelve or fifteen minutes before he deviated. Saw the Bombay 3 points on the starboard bow. After the collision there were four guns fired from the Oneida; but the reports were somewhat smothered, because the vessel was sinking. All the 4 shots were fired from one gun. The powder and primers were at that gun—that was the reason that gun was fired and no other—the charge was drawn from the guns in the afternoon, not left in as stated by a local paper.

To the Court: None of the guns were loaded at the collision: all the rockets available for immediate use were carried away by the collision. The whole was blown in 30 seconds after the collision—five minutes the first gun fired. The Oneida was afloat 15 minutes after the collision. (Captain Edmonds stated that the Bombay's tonnage was 1,176 tons; but that the poop 1,326 tons burden. The Oneida was 695, without the engine rooms, and in all 1,250 tons. The Oneida had a poop deck above the deck.

To the Court: The damage the vessel sustained was the poop was carried away—that is, the poop cabin bodily swept into the sea—the starboard quarter and the stern was cut off. Could not say how large a hole was thus made into the captain's cabin; but it was a very large one, very nearly the breadth of the ship he should think. . . . He understood that the captain was not to be disturbed, as he had just come on board sick. The Bombay was about a mile off when he noticed her heading for the Oneida. Could not have avoided her then by putting his helm aport. The rule of the road on seeing the green and mast head light of an approaching steamer was to "starboard his helm," which he was doing till the collision occurred.

Cross-examined by Captain Edmonds.—Should judge he passed the lightship about three cables' length off. When he took charge steered right for the light—afterwards brought it a little starboard, but very nearly right ahead. Was unacquainted with the land in the locality. As officer of the watch was supposed to be acquainted with the course of the ship, but not to know anything about the land. Thought the ship was sagging because the light was being brought more ahead; not from the position of the land to starboard—the westward. He thought he was approaching it. Was aware he could approach very close to it. Should say was between 4 and 5 miles off it. Was at that distance when he saw the Bombay's light. The other's course, having taken her departure from Kanonsaki light, would take her some way off the Yokohama light-ship. Thought she would pass on the starboard hand, because she was far off and close in shore. Got into collision with the Bombay at 6-15 as near as he could judge. Imagined if he put the helm aport he would not clear her. They were so close together—a mile apart. They were also going rapidly—the combined speed being 17 knots. The mizen and gaff topsail would be against the port helm under the circumstances, he would not be able to get them in before collision. It was discretionary full if the man would have obeyed orders promptly enough. If the vessel had no canvas on, and the vessel were put to turn a circle under steam, could not say how long it would take. It did not occur to him when he saw the green light, the Bombay's red must be on point of opening; but he saw it instantly. The Oneida's usual speed was 7½ knots, but the helm and the engine room were in very bad order. Was not aware it was usual for vessels to keep on the starboard hand when crossing another's bows. It did not occur to him that the other vessel might be too close in and want to come out. The engines were going at the time of collision—not very rapidly though—no change was made in the speed. Heard no one from the Bombay answer the hail from the Oneida. He knew he should not be under sail after a collision, and therefore ordered it to be taken off. It was not very long after the collision that he found out the ship was sinking. Was by no means certain—inside of five minutes—and then it did so in momentarily increased ratio. The sails clewed up within these five minutes. Had not found out the rudder was damaged when he gave the order to clew up the sails—not till about 2 minutes after was it that he found all the steering gear was gone. The chief engineer reported that they were making a foot of water every minute. The ship was then headed off for the Western shore. Did not know if it occurred to anybody to beach her on the Saratoga spit. The standard compass was placed in a binnacle in the quarter deck. Thought the navigating officer knew where he was with regard to Saratoga spit. Did not know whether he took a bearing of Perry Island. Immediately before the collision he could not see the Bombay's head go to port. He was not running across the Bombay's bows; the Bombay was running across the Oneida's bows. Nothing was at hand on the bridge to make signals with. Cartridges were got from the magazine. It would not be so easy to get up rockets, because they would have to be fixed to the stick. Well, they weren't got. They might not have been got ready till the ship was just about sinking. The Oneida's proper complement of boats was six. He should consider that number sufficient to carry all hands; some with and some without provisions. When they left Yokohama they had not that complement. Were three short. They had four, but one was worthless. The launch could carry about 44, and the third cutter about 30. The complement of boats, besides the one smashed by the Bombay, would not have carried all the men. Had spare spars lashed outside. There was no order given to prepare for wreck or cut away spars. It would have been of little use cutting away spars with the rigging. The order for the boats was given 10 or 12 minutes after the collision; and was not sanctioned by the captain. The men were not told off. The lifeboat was the third cutter. He believed the order given was to clear away the lifeboat. If whilst going down the vessel struck on a sunken rock and goes down, they might have saved a few more; because they had the gig. The third cutter too, might have held more than she did. Did not hear Captain Williams say "You've the Admiral to thank for this; for not having boats enough to save your lives now." If he heard him say said, "Yes," and was not allowed them. What more could I do? I have asked for boats three times, and can't get them." Had heard that the orderly who was stationed on the cabin hatch had his nose cut off and the man at the lee-wheel was killed. There were two men and a quartermaster taken into the wheel. Had two surgeons on board the Oneida. Did not think they knew these men were hurt. The doctor was not supposed to go away on duty in charge of a boat, unless by special authority. Did not know anything about Dr. Suddard leaving the ship except what had been told. Was near the wreck some minutes before pulling away. Did not see the doctor's boat. He pulled off for a junk thinking he might get a junk to bear down. No order was given to him to do so. The spanker boom was fastened to the mast by a gooseneck. It would not stand any strain at all.

Want of space prevents us giving in fullin this issue the evidence taken on Thursday and Friday. Several witnesses were examined who gave evidence corroborative of Commander Yates whose examination is given above. The following is an epitome of the statements made by the remaining witnesses:

James Suddars, surgeon of the Oneida, gave an account of the collision and said that immediately after the collision the steam whistle was blown and shortly afterwards a gun followed by three others, was fired. He heard no command given on board the Oneida, nothing but a confused noise. The whole quarter seemed crushed and the sea poured in like a waterfall. He believed the vessel would go down immediately, and he escaped in the 3rd cutter. Five minutes elapsed between the firing of the first and second guns. No rockets nor blue lights let off.

William M. Crowninshields, captain's clerk, was asleep on the settee from which he was thrown, and on recovering himself saw the cabin was a wreck and the stern of the vessel knocked out. He reported damage to the navigating officer—went to the main rigging, waited there until the water reached him, threw himself off and was dragged down by the sinking ship, but came to the surface again and taken into a boat. Cross-examination elicited that various orders were given and repeated, but all was terrible confusion. The whistle was blowing until the ship sank and he heard three guns fired. He heard no orders given to man the boats or prepare for leaving the wreck.

Lieutenant Sergeistorman of the Russian gunboat Vsadnick stated that on the evening in question he heard guns fired, three in number, but did not know where they were from and did not speak about them. He had heard the sound of a gun fired 10 miles off, but it was doubtful if a sixpound charge, fired eleven miles off, dead to leeward, with a top-gallant sail breeze could be heard.

More evidence of this nature was tendered, but the Court did not consider it necessary. Mr. deLong asserted that he himself had heard guns on the night of the collision and offered further evidence, which, however, was not taken.

Nicholas Anderson, acting boatswain, saw the collision and received the order to call all hands, to shorten sail. He heard Mr. Stewart call out "Ship ahoy! by us." He heard a gun fired on the starboard side and "the steam——" whistle blowing. He saw the water level with the main hatch, took to the gig and heard two more guns fired. Some one saw a junk, and the boat was pulled for it, but while this was being done he saw the ship go down stern first. He heard the order "hard a starboard" from the Bombay, but no order given on board the Oneida. Pumps were manned. This witness's evidence related chiefly to his movements on board the ship prior to the accident and her subsequent foundering, and was, by no means, of an important character.

Albert Ruggert gave similar evidence to the last witness, and was followed by William Birtney who did the same.

Mr. Dalziel, agent of the P. and O. Co., deposed to receiving a message from Captain Eyre stating there had been a slight collision. No one was more surprised than he to hear of its nature, which he did next day.

This closed the case.

DECISION.

The questions before this Court are two: first; was the injury sustained by the Peninsular and Oriental steamship Bombay brought about by the fault of her commander Mr. Eyre, second: after the collision between the P. & O. ship Bombay and the U. S. corvette Oneida had taken place, what was the conduct of the master of the former vessel.

To enable the Court to decide the first question, we have before us shortly, the following evidence.

Mr Eyre states that at about 6-30 p.m. (corrected time) on the 24th January last, having passed the light-house situated on Kanonsaki, his attention was called by the sound of a gong, struck twice, to the fact that a vessel was approaching him on his port bow. He thereupon looked through his glass and perceived a bright light half a point on his port bow; and immediately afterwards he saw the two sidelights of the approaching steamer. He imagined that this steamer which it is ascertained was the U. S. corvette Oneida was about one mile distant from the Bombay, and immediately gave the order to port the helm, thus shutting out the Oneida's green light, and opening her red light. Not content with this, he gave a second order "hard a-port," and turned on his steam whistle. He supposed this to have occurred some five or six minutes before the collision took place, which would place about a mile or mile and a half between the two steamers at this point. He kept his helm hard a-port until suddenly he saw the Oneida under full sail and steam standing across his bows. Upon this he stopped his engines;—and then, seeing that a collision was imminent, put his helm hard a-starboard, so as to bring his vessel round, and if possible pass the Oneida on the starboard side. In the endeavour, however, proved ineffectual to avert the collision, and the Bombay struck the Oneida on her starboard quarter. The vessels separated, and the Bombay's headway was at once put to port in order to clear her stern and boats and save a second collision.

On the other hand, Mr. Yates, who was the officer in charge of the deck of the Oneida on this occasion, gave the Court a totally different account of the occurrence. He stated that the Bombay's mast-head light was reported to him by the starboard look-out man as being about some fifteen or sixteen minutes before the collision took place,—say, at about 6-25 p.m. by his watch, and about half a point on his starboard bow. That at this time the Oneida, which had been heading E. S. by E., was just recovering her former course, viz: S. by E., a quarter E. That the Bombay came round Kanonsaki, passing to starboard bow. That at this time he thought the Bombay must have been three miles off, but that the Oneida was kept on her course, as both he and the navigating officer thought that the Bombay would pass to starboard. Presently (the navigating officer having left the deck) he saw the Bombay at the distance of about a mile off, three points on his starboard bow, and heading directly for his green light. The opening up of all three lights of the Bombay at this instant shewing him that she was approaching with a port helm, at once gave the order to starboard. He believed that he opened the Bombay's three lights, some three minutes before the collision, so that the vessels must have been about a mile apart at that moment.

Now these two statements are utterly irreconcilable; and though the collision is accounted for by each of them, it certainly never could have occurred if both are correct. It is therefore necessary to look farther and see in how far each is substantiated.

The statement of Mr. Eyre is borne out in all its material points by the evidence of the pilot and chief officer who were on the bridge with him, and also by that of all the officers of the Bombay who are able to testify to the circumstances.

With regard to Mr. Yates' statement, however, the starboard look-out man of the Oneida affirms that at about fifteen minutes previous to the collision he reported to Mr. Yates that he saw a mast-head light right ahead; and that as soon as he could make out one of her side lights, he reported her green light between half a point and a point on the Oneida's starboard bow. About a minute or a minute and half after that, he reported the steamer Bombay's three lights open on his starboard bow, and coming right for the Oneida's green light. But at no time did he see the Bombay's red light before the collision took place.

The helmsman asserts that he heard the Bombay reported three different times by the look-out to the officer of the watch—first half a point on his starboard bow, second, a point and a half on his starboard bow, and thirdly, as coming right for the Oneida;—that he received an order to starboard, then to steady, and then to let the ship come on her course again after the second report had been made; and that after the third report he was ordered to starboard again, and after doing which he saw the Bombay's mast-head light about five points on the starboard side of the foresail; and that he kept his helm hard-a-starboard until he heard an order given to port;—that as he was in the act of obeying this order the two ships came into collision.

It will be seen that the statements of Mr. Yates, the look-out man and the helmsman are more or less conflicting; but it may be gathered from them that, when the Bombay's three lights should have been seen by the look-out man as well as by Mr. Yates, she was about three points on the Oneida's starboard bow, about a mile distant, and porting her helm. Mr. Yates states that at this moment he gave the order "starboard," and then "hard starboard." If these orders had been promptly obeyed, the Court is of opinion that the ships could not have come into collision. But the statement of Albert Ruggart, the helmsman, shows that the Oneida's helm was not starboarded at all, but struck, by which it would appear that she had only come up about three points in three minutes, so that Mr. Yates' orders could not have been promptly obeyed. Hence, it is impossible to account for the collision by the statements of the survivors of the Oneida if they are unreservedly accepted.

We are of opinion that when Mr. Muldaur said to Mr. Yates that he could not go any further to the port or eastern shore, and ordered him to resume his course, for fear of running on to the Saratoga spit, he should, knowing that it was his duty to get out of the way of an approaching vessel on his starboard bow, at once have brought the Bombay on his port bow instead of simply resuming his course. That if when a collision was seen to be imminent the same promptness had been shown by the Oneida in porting her helm as was shown by the Bombay in putting her helm hard-a-starboard, the ships possibly might have been averted; while its effects, had it occurred, would certainly have been far less serious. It is shown by the evidence of the Oneida's officers that at no time was the Oneida's speed slackened after the Bombay was considered to be dangerously near, which is a rule of the navy in porting the Oneida's helm was nevertheless kept a-starboard; and thus the judgment required to be exercised in order to counteract the presumed mismanagement of an approaching steamer was not shown.

These observations are not made as a judgment upon the navigation of the ships which is beyond the province of this Court to consider; but simply in order to institute such a comparison as is necessary to show the grounds upon which the Court arrives at its conclusion.

If the statements of Mr. Eyre, his pilot and officers are to be believed, we judge that he was right in keeping on the starboard side of the channel;—that he acted perfectly right in porting his helm as soon as he saw the Oneida's lights on the port bow. We judge that he should have slackened speed as soon as he saw the Oneida's lights;—that he acted rightly in stopping his engines;—that he had no time, after stopping his engines, to reverse them;—and that he exercised a sound judgment in starboarding his helm when he saw that a collision was imminent, and that the Oneida's helm was kept to starboard.

Upon a comparison of the foregoing statements we find that the damage which has been sustained by the Bombay is not attributable to any default on the part of the commander, Mr. Eyre.

As regards the second question which this Court is called upon to decide, viz.: the conduct of Mr. Eyre after the collision took place, it may be observed that it has not been without long and serious deliberation among ourselves, and most careful consideration of all the evidence adduced, that we arrived at an unanimous decision.

We find from the evidence before us, that on a dark starlight night, the 24th January last, the steamship Bombay, through no fault of her commander, Mr. Eyre, came into collision with U. S. Corvette Oneida in the vicinity of Saratoga spit, situated some ten miles from Yokohama.

That the effect of this collision on the Bombay was comparatively slight.

That guns were fired from the Oneida as signals of distress from ten to fifteen minutes after the collision took place.

That the report of these guns was not heard, nor were the flashes seen on board the Bombay.

That after the collision the fact of the Bombay having been hailed from the Oneida was reported to Mr. Eyre.

That Mr. Eyre only knew that some of the upper works of the Oneida had been carried away and was unaware of the amount of injury sustained by the Oneida.

That the Bombay was a mail steamer, carrying passengers and cargo; and built in compartments, only one of which was reported to him as making water fast.

That the whole extent of injury sustained by the Bombay was not ascertained till the day following the collision.

That immediately after the collision it was not considered to be serious; for had it been so it is natural to suppose that the knowledge of the pilot would have been availed of, and the Bombay run on to the Saratoga spit.

That, in our opinion, no danger to his vessel, passengers and cargo was apprehended by Mr. Eyre.

That from the questions he asked the pilot, he evidently thought that the Oneida might possibly have sustained serious injury.

That he waited, at the most, five minutes after the collision, to see if signals of distress were made from the Oneida.

That after his ship again proceeded he gave no orders that a look-out should be kept in the direction of the Oneida.

That had he, or any one else, been keeping a proper look-out, the flash of the Oneida's guns must have been seen, though their report might not have been heard.

Under all these circumstances it becomes our duty to pronounce whether, in our opinion, he was justified in proceeding on his voyage, without waiting to ascertain whether the Oneida was in need of assistance.

We recognize the fact that Mr. Eyre was placed in a position of great difficulty and doubt, and in circumstances under which he was called upon to decide promptly; but regret to have to record it as our opinion, that he acted hastily and ill-advisedly in that, instead of waiting and endeavouring to render assistance to the Oneida, he without having reason to believe that his own vessel was in a perilous condition, proceeded on his voyage.

This conduct constitutes, in our opinion, a breach of the 33rd section of the 63rd chapter of the Merchant Shipping Act, Amendment Act, of 1862, and we therefore feel called upon to suspend Mr. Eyre's certificate for six calendar months from this date.

(Signed) EARL LOWDER,
H. M. Consul, president of the Court, L.S.
ARTHUR TINKLAR, R.N.,
Comr. H.M.S. Ocean.
DAVID MOORE,
Staff Comr. H.M.S. Ocean.
JOHN CHIPPLINS,
Master Brit. S. S. Sultan.

February 11th, 1870.

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